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WITH EIGHT-PAGE ANTARCTIC SUPPLEMENT:
"FURTHEST SOUTH WITH THE 'DISCOVERY.'" SIXPENCE.*The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved.*

THE NEW SERVIAN KING'S FIRST ACT OF STATE: PETER I. TAKING THE OATH OF LOYALTY TO THE CONSTITUTION BEFORE THE SKUPSHINA, JUNE 25.

DRAWN BY S. BEGG FROM PHOTOGRAPHS BY A CORRESPONDENT.

The ceremony was held in the unimposing house of the Skupshina, where the Senators and Deputies were assembled. After Mass by the Metropolitan, the King laid his hand on the Bible, and swore fealty to the Servian Constitution.

OUR NOTE BOOK.

BY L. F. AUSTIN.

London is to have a great laboratory on the plan of Charlottenburg. Out of that Prussian institute are turned every year about twelve hundred graduates, who are eagerly employed by manufacturers for their chemical knowledge. Mr. Haldane has told the story of the young German chemist who offered his services to an English manufacturer, and was affably assured that he was not worth two pounds a week. It is this condescension which has cost us the trade in aniline dyes. A country which applies chemistry to industry is likely to enjoy some advantages over a country where the commercial mind regards chemistry as a "fad." However, our Charlottenburg is to rise in South Kensington; and the Prussians whose example we are following at last will note with an ironical smile that it is Messrs. Wernher, Beit, and Co. whose generosity has initiated the scheme. I do not want to rake up explosive bygones; but one is irresistibly reminded of the time when this firm figured conspicuously in the South African controversy, and used to be rated as unholy aliens. Now they are the pioneers of technical education on a grand scale; and in their solicitude for the cultivation of chemistry in this island nobody discerns an impious slur on the fame of Britain.

Will the millionaires of our own kith and kin take this hint? Can Mr. Carnegie be induced to abate his passion for endowing free libraries, and to accelerate the disappearance of the fortune which is such a burden to him by endowing technical universities? In the actual development of intelligence the free library is well-nigh useless; but the laboratory is of real help to us in the commercial competition of the world. Every time I open a newspaper I read the inevitable paragraph of Mr. Carnegie's munificence to the grateful township which wants to supply its leisured poor with bad novels. I would rather read a letter to Lord Rosebery in these terms: "Dear Lord Rosebery,—As you are doubtless aware, I have been struggling for some years to relieve myself of riches. I have said that for a rich man to die rich is a disgrace; but you have no idea how difficult it is to spend my income, to say nothing of the capital. Talk of a mill-stone round one's neck! It is the eighty-million stone I cannot shake off! However, your announcement of the Wernher-Beit scheme does seem to offer me a glorious chance of decent penury. Take all the millions you want for that, and let me have a list of centres in England and Scotland where technical colleges can be set up with unlimited funds. I am not what you would call a humorist. Humour, as a rule, appeals to me as little as Homer. But I confess that the idea of educating the British mind to compete with the American Steel Trust tickles me to death. Above all, I beg you to make me feel in the course of a month or two that I have not sixpence to call my own."

This is my ideal of public spirit for a country where, as you may read in "Wills and Bequests," so much wealth is so lamentably misapplied. Other countries, other manners. In Servia, for instance, it is a fitting elevation of sentiment for King Peter to address his officers as, "My heroic falcons," when he means, "My carrion crows"; and for an Archbishop, who was christened "Innocent" by some waggish godfather, to sanctify murder as "the will of God." But in this island we have to make our dramatic surprises out of less impressive material. When we are really startled, it is because some benevolent millionaire has endowed the right object instead of contributing golden sympathy to the flood which is known to scientific observers as economic waste. The Wernher-Beit endowment will bear fruit a thousand-fold if it can eradicate from the commercial mind the idea that a chemist is not worth more than two pounds a week to a manufacturer. It may even lead in process of time to the foundation of an entirely new institution, which, for lack of a better name, I will call the Society for the Propagation of Rational Impulses Among Millionaires. But you may be sure that when it comes into existence it will have a much more scientific baptism.

I had occasion lately to mention the American statesman who had denounced evening dress as a livery hateful to the sterling democrat. It was Senator Bailey, of Texas. He has been visiting New York, where, as I learn from the *San Francisco Argonaut*, he wore "his big black Texas sombrero, his long black broadcloth frock-coat, his low-cut vest, with an expansive white shirt bosom, a 'long-horned' collar, and a white muslin tie." This garb of freedom seems to have impressed all beholders. Artists must have besought the Senator for sittings, if only to commemorate for posterity this union of the sombrero and the long black frock-coat, a blend, as it were, of the conventicle and the caballero. It is melancholy to note that this democratic ideal makes no impression on a continent which cannot shake off the influence of Europe. I read in the *Argonaut* that, years ago, the

students of Yale delighted their mothers, sisters, and sweethearts by parading "in mortar-boards and gowns." There was "an immense sensation throughout scholastic America." The West sneered. St. Louis, no doubt, said biting things about European fripperies. But, for all that, the mortar-boards and gowns are worn by American students now, "even on the Pacific coast."

Far different was it in Boston in 1884, when I witnessed a parade of the Harvard men. There was a Presidential election, and one of the candidates was a courageous lady, Mrs. Belva Lockwood. In her honour the Harvard youths turned out in feminine night-gowns, with night-caps and huge candlesticks. They carried a banner with the strange device, "Who is your Apollo, Belva, Dear?" The costume was rather bizarre; but it did, at least, indicate a total severance from European traditions. Here was no servile deference to mediaeval custom. The *Argonaut*, rebuking some students on the Pacific coast, who have been copying the disorderly freaks of European gowns, condemns this reversion to the old times "when educational institutions were frequently monastic, sometimes clostral." There was nothing monastic or clostral in the garb of the Harvard men in 1884. How came that ideal to be extinguished before it could reach the Pacific coast? This is a matter which calls for the urgent attention of Senator Bailey, of Texas. He is said to be neglecting politics for horses, and he may be busy with the standard of democratic tailoring on the back of the prairie mustang. But it behoves him, in his spare time, to draw up a code of dress for the American Universities. The conventicle and the caballero must be mixed with the scholar. I do not know how; but the "long-horned" collar and the low-cut vest are not without symbolic affinity with learning.

To-night the old Gaiety Theatre closes its doors, and a host of quaint associations will skip across its merry stage for the last time. Mr. John Hollingshead has been telling again in his vivacious way the story of the enterprise which began five-and-thirty years ago, when the Gaiety was built. The site of it used to be a very queer corner of "literary Bohemia." Some strange periodicals were published there, and sold by the writers over the counters, under which they often slept, the poet's head resting on the unsold copies of his muse! Did he sleep well; or did the whimsical irony of his downy pillow haunt his dreams? Mr. Hollingshead is an impartial chronicler. You might think that he would dwell fondly on the palmy days when he managed the Gaiety, and would gently disparage its later history. But he is superior to this weakness. The old burlesque had its merits; but you must not suppose that Mr. Hollingshead prefers it to its successor, the "musical comedy." Some of us, perhaps, have regrets which he does not share. Was it in "The Forty Thieves" that Toole used to say, "Keep your eye on your father, and he will pull you through"? That lingers in my memory still as a counsel of paternal wisdom, and a stimulus to harmless frolic. Many wittier things, no doubt, have been said at the Gaiety since then; but they are not so refreshing to the simple mind. There are more piquant songs than the songs that Edward Terry used to sing; but for me they lack the mellow charm with which he chanted, "I'm off to the Bodega for a glass of sherry wine!" Who sings that song now? Who drinks sherry? Who calls it sherry wine? At a dinner-party, when the servitor at my elbow murmurs, "Sherry, Sir?" thus keeping alive in some old-fashioned households the association of sherry with the soup, I look at him and softly quote that famous line of Edward Terry's. But there is no responsive gleam of sympathy in his eye.

O these memories! They may leave Mr. Hollingshead unmoved, but I set them down with a trembling hand. There was a travesty in which Mr. Terry and Miss Nellie Farren burlesqued an acrobatic lady who was shot out of a cannon. You had the cannonade at the Aquarium, where it was impressive and even alarming; and then you soothed your nerves at the Gaiety, where Mr. Terry gravely thrust Miss Farren into a monstrous piece of ordnance, and, when she had disappeared, put his head into the cannon's mouth to inquire, "Are you in? Are you far in? Are you Nellie Far-ren?" A younger generation of wits may tell me this jest is not very sparkling. But there must be something in its quality which baffles time. I feel sure that in distant corners of the British Empire there are eyes which will glisten when they light upon these lines. Mr. Hollingshead remarks with justifiable pride that many a patron of the old Gaiety is now ruling subject races by the mandate of the King. I perceive a Satrap, who has just given audience to an Eastern Prince, and discussed affairs of State with becoming gravity, suddenly change countenance as he takes up this number of *The Illustrated London News*. "Are you Nellie Far-ren?" he cries with joyous recognition; and across oceans his mind flies back to the little playhouse in the Strand, and he hums old airs; and the Eastern Prince wonders more than ever at these strange Englishmen.

PARLIAMENT.

The House of Lords has reverted to the fiscal question in what promises to be a series of intermittent debates. Lord Portsmouth wanted to know when the Government would state their method of inducing Germany to reconsider her policy towards Canada. Lord Lansdowne promised to lay on the table some important papers on this subject. He said it would appear from these that Germany threatened not only the Colonies, but also the Mother Country. It was hinted by the German Government that, should other Colonies follow the example of Canada in giving a preference to British goods, Germany would deprive this country of the "most favoured nation" treatment. Lord Rosebery remarked that the public were completely puzzled to know what shape the inquiry proposed by the Government was to take. Was this inquiry designed for the purpose of publishing all the facts as soon as possible, or was it simply "a mechanism for keeping the Cabinet together"? Lord Selborne answered that it was expedient to review our position in relation to Free Trade, and that the inquiry was one in which the nation would be invited to take part. Upon this Lord Goschen asked what questions would be submitted for this "inquest of the nation," and the Duke of Devonshire replied that inquiry meant "inquiry and discussion," and that when all the information was before the country the Government would state what policy they intended to adopt. But at what time this statement would be made it was impossible to say.

Lord Grey moved the second reading of a Bill to abolish the Declaration of the Sovereign upon his accession. The Archbishop of Canterbury, while maintaining that a Declaration of religious faith was necessary, was anxious to expunge from it all expressions offensive to Roman Catholics. The Duke of Devonshire said that such was the policy of the Government two years ago, but it was frustrated by Roman Catholic members of that House, who objected to any form of repudiation that affected their doctrines. Lord Llandaff replied that they objected to specific condemnation of those doctrines, and Lord Rosebery argued that this was tantamount to opposing a Declaration in any form. The Bill was rejected.

In the House of Commons rapid progress was made with the Irish Land Bill, the general eagerness to pass the measure prevailing over such contentious matters as the claims of evicted tenants and sporting rights.

THE PLAYHOUSES.

THE ROYAL OPERA.

At the Royal Opera it was a little hard for Madame Calvé that so many of the great world were at the Albert Hall on her *entrée* as Carmen. Her performance was, as ever, one of the most wonderful studies of fascination and seductiveness, played with Madame Calvé's irresistible grace and divine art of singing. It is not so much the quality of her voice as her temperament and dramatic genius that makes her so incomparable a Carmen. M. Salignac was Don José, and Madame Blauvelt sang with her faultlessly beautiful voice the music of Micaela. Signor Scotti as the Toreador, Herr Reiss as Remendado, and M. Gilibert as Dancaire made up a highly satisfactory cast.

"THE JOY OF LIVING," AT THE NEW THEATRE.

Sudermann's play, "The Joy of Living," with which Mrs. Patrick Campbell returns to town, makes a certain universal appeal. It treats thoughtfully and freshly the old triangular situation of sex; it tells (protracted) a strong dramatic story; it contains an interesting study of the modern woman of nerves, whose one principle is a feverish yearning for "life." But English playgoers may find its atmosphere of German politics quaintly parochial and its drama drowned in an ocean of talk. In the very throes of passion its characters sit down to debate points of honour and claims of party. What is to be done—here is the problem—when a politician and husband discovers that, twelve years before, his wife was the mistress of his friend and colleague? The woman it is who dies in this case—to relieve her lover's political conscience—and "the joy of living" results paradoxically in suicide. With singular taste, too, Herr Sudermann makes the lovers' children boy-and-girl sweethearts. The piece, however, was not allowed its full chance last week at the New Theatre. Of Mrs. Campbell's supporters, who include Mr. Charles Bryant, charming in a youthful rôle, and Mr. Martin Harvey, ill-suited but resonant as the tedious statesman-lover, many required the prompter's aid.

MADAME BERNHARDT IN "PLUS QUE REINE," AT THE ADELPHI.

"Plus que Reine," M. Bergerat's Napoleonic play, rendered in Paris by Madame Hading, and now in London by Madame Bernhardt, is not exactly a masterpiece, for various parts of it have been varyingly suppressed—at the Adelphi this week, the last act—without harm accruing to the whole. The piece, indeed, consists of slices cut out of the domestic life of Bonaparte and his Josephine, and flavoured with a strong infusion of clap-trap melodrama. But M. Bergerat was wise enough to confine himself to a single set of incidents out of the mass of available Napoleonic material, and finds his reward in a (vague) unity of impression, created by his record of the courtship, quarrels, reconciliations, and—divorce of his imperial lovers, and in the vigorous but unflattering portrait he supplies of the Emperor himself. The force of this episodic drama depends entirely on the two acts wherein the divorce intrigue comes to a head: the scene in which the childless Empress urges her husband to adopt the son of his intractable brother Lucien, and that in which she tries to tear down with bleeding fingers a wall which separates her from Napoleon. The title rôle, with its phases of cajolery, entreaty, rage, weeping, just suits Madame Bernhardt's methods. Her partner, M. Max, gives a sound, conventional reading of Napoleon's character,

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LONDON (Waterloo)	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
EXETER (Queen Street)	5 50	6 40	9 0	11 0	12 10	1 20	2 10	3 30	5 11	6 30	7 50	8 45	9 50	10 55	11 50	12 45	1 50	2 45	3 50	4 45	5 50	6 45	7 50	8 45	9 50	
BAKSTAPLE JUNC.	10 7	1 26	9 1	29	2 15	2 45	3 58	4 58	5 29	8 35	9 38	10 45	11 52	12 58	1 55	2 52	3 59	4 56	5 53	6 50	7 57	8 54	9 51	10 58	11 55	
ILFRACOMBE	12 2	2	3	17	—	4 15	—	4 54	—	7 29	8 36	9 38	10 45	11 52	1 59	2 56	3 53	4 50	5 57	6 54	7 51	8 58	9 55	10 52	11 59	
TAVISTOCK	12 24	—	3	4	4 14	—	—	—	6 33	8 4	11 40	12 47	1 54	2 51	3 48	4 45	5 42	6 49	7 46	8 43	9 40	10 47	11 44	12 41	1 48	
BODMIN	1 50	—	5 25	—	—	—	—	—	8 49	10 56	12 43	1 50	2 47	3 44	4 41	5 38	6 35	7 32	8 29	9 26	10 23	11 20	12 27	1 24	2 31	
DEVONPORT	11 46	—	3 26	3 44	—	—	—	—	6 55	8 26	11 40	12 47	1 54	2 51	3 48	4 45	5 42	6 49	7 46	8 43	9 40	10 47	11 44	12 41	1 48	
North Road	1 52	—	3 33	3 52	—	—	—	—	7 2	8 32	11 46	12 43	1 50	2 47	3 44	4 41	5 38	6 45	7 42	8 39	9 36	10 33	11 30	12 37	1 34	
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THE WORLD'S NEWS.

THE HONOURS LIST. The list of Birthday Honours is, on the whole, remarkable rather for its length than its interest. We give on this page portraits of the new Peers, Privy Councillors, and Baronets. Of the new Peers, Mr. Michael Biddulph was for many years a familiar figure in the House of Commons, where he represented the County of Hereford and the Ross Division; Sir Edward Lawson is, of course, the proprietor of the *Daily Telegraph*, and has frequently entertained the King; Mr. George T. J. Sotheron-Escourt was for eleven years M.P. for North Wilts, and for some years commanded the Royal Wilts Yeomanry; and Mr. William H. A. F. Watson-Armstrong is the head of the Elswick Arsenal, which was founded by his great-uncle, the first and only Lord Armstrong. Sir Arthur Charles, one of the new Privy Councillors, was for ten years a Judge of the High Court of Justice, and in 1899 became official Principal of the Arches Court of Canterbury and of the Chancery Court of York; the other, Sir Ralph Henry Knox, has been Accountant-General, Assistant Financial Secretary, and Permanent Under-Secretary at the War Office. Baronetcies of the United Kingdom have been conferred upon Sir Alfred Hickman, ironmaster, ex-President of the British Iron Trade Association, and M.P. for the West Division of Wolverhampton; Sir Marcus Samuel, the present Lord Mayor of London; Mr. Philip Lancaster Brocklehurst, a magistrate for the County of Cheshire, and J.P. and D.L. for the County of Stafford; Mr. Cory Francis Cory-Wright, a magistrate for London and a county alderman for Middlesex; Major F. Carne Rasch, member for the Chelmsford Division of Essex, and, according to himself, a "simple agricultural person"; and Captain Wilson-Todd, who served in the Crimea, and now sits in the House of Commons for the Howdenshire Division of Yorkshire.



Photo. Cavendish Studio.
MR. WILLIAM H. A. F.
WATSON-ARMSTRONG.

he put a question which showed that he intends to appeal to manufacturers and workmen who are engaged in industries which feel the stress of illegitimate competition. Was it a fact that in the iron and steel industry, for instance, foreign exporters were able to undersell our native producer because their monopoly in their own market enabled them to "dump" surplus goods upon ours at less than cost price? And if so, what was the remedy?

OUR
SECOND ANTARCTIC
SUPPLEMENT.

The conclusion of "Furthest South," the earliest account of the National Antarctic Expedition's first eighteen months' work, appears as a Supplement to our present issue. The narrative and illustrations cannot fail to impress upon our readers the importance and scientific utility of the undertaking,



Photo. Ferrard.
SIR EDWARD LAWSON, BART.



Photo. Russell.
MR. MICHAEL BIDDULPH.

Jibutil, whose credulity had been imposed upon. Close on the heels of the rumour came a telegram from General Manning announcing the safe arrival of the Obbia force at Bohotle. There had been no opposition, and small parties of the enemy had been driven off. The Mullah was reported to be half-way between Damot and Bohotle; and his movement coastwards had been forced by our hold on the Mudug district and by the Abyssinian advance from the south. He has since been routed with heavy loss by the Abyssinians.

A TECHNICAL UNIVERSITY FOR LONDON.

Lord Rosebery, on the morning of June 29, blew one of his periodical blasts at the gate of the public imagination.

However much some of these challenges may have resembled the juvenile feat of ringing a door-bell and running away, the present summons to "wake up,"

as the Prince of Wales put it, seems likely to carry some satisfactory results. In a letter to Lord Monkswell, Chairman of the London County Council, Lord Rosebery deals with the need of a highly equipped technical college, such as that at Charlottenburg, which has given so great an impetus to German industrial efficiency. To found a similar institution in connection with London University, Messrs. Werner, Beit, and Co.

Photo. Elliott and Fry.
MR. GEORGE T. J.
SOTHERON-ESTCOURT.



RECIPIENTS OF BIRTHDAY HONOURS: THE NEW PEERS.

and the necessity of ensuring the release from their ice-bound prison of Captain Scott and his brave men, who have accomplished so much in the cause of knowledge. Let us remember that while we are now in the height of summer, with every comfort and enjoyment around us, with the good sun always with us, these men are down in the cold and darkness in the dreariest time of the Antarctic winter, but ever, like Tennyson's



Photo. Russell.
SIR RALPH H. KNOX, K.C.B.



Photo. Whitlock.
SIR ARTHUR CHARLES.

RECIPIENTS OF BIRTHDAY HONOURS:
THE NEW PRIVY COUNCILLORS.

Ulysses, "with a frolic welcome, taking the thunder and the sunshine, opposing free hearts, free foreheads," to every storm, to every trouble that comes to them. Those who think that exploration is useless we would remind that nothing that aids natural knowledge can ever fail to be of use. Though we cannot at the moment see a commercial benefit to be derived from it, we must not look for ever to the commercial side of every undertaking in this world. Let us be thankful that there still exists in England the desire to learn for learning's

will place a large sum of money in the hands of trustees. Lord Rosebery holds out hopes that the Commissioners of the 1851 Exhibition will grant a site at South Kensington, and for the £20,000 which would be required annually to maintain the college he appeals to the County Council. The value of the building and the site together he estimates at £500,000. Only by affording such training as the college would give to the ingenious youth of the nation can we hope to hold our own as an industrial power.

THE LORD MAYOR
OF LONDON
IN SHEFFIELD.

Sir Marcus Samuel, accompanied by the Sheriffs, left for Sheffield on June 29, with the pomp and circumstance appertaining to his office represented by the Mace and Sword Bearers and other dignitaries. The primary object of the visit was the laying of the foundation-stone of the new Sheffield University College, to be erected on a site adjoining Weston Park; but before performing this ceremony, Sir Marcus went in procession to the Town Hall, where he was presented with the honorary freedom of the city. On the same evening the distinguished visitors attended the Forfeiture Feast, given by the Master Cutler. The Lord Mayor, the Lady Mayoress, and Miss Samuel were the guests of the Duke of Norfolk at Beech Hill.

AN ECHO OF THE
DURBAR.

The British Government has been officially notified that a Durbar has been held at Delhi. This confirms the numerous rumours of such a pageant that were current in this country and elsewhere in January last. The report is contained in a letter from the Government of India to



Photo. Elliott and Fry.
MR. C. F. CORY-WRIGHT.



Photo. Maull and Fox.
SIR A. HICKMAN, M.P.

RECIPIENTS OF BIRTHDAY HONOURS: THE NEW BARONETS.

may be defined as constitutionalism at the point of the bayonet.

THE FISCAL INQUIRY. Mr. Chamberlain's scheme is beginning to take shape. At the Constitutional Club he asked with some scorn whether he was a likely man to increase the burdens on the poor. Hitherto it has been taken for granted by many of his opponents that this must be the effect of his policy. Mr. Chamberlain now declares that by taxation of food he does not mean an increase in the cost of living. The price of bread might rise, but he would take care to apply the new revenue from import duties to the reduction, or even the abolition, of the duty on tea. The poor man would pay less for his tea, sugar, and even tobacco if he should prefer to have the money in that way, and not in old-age pensions. Mr. Chamberlain intimated that it was for the working classes to decide whether they would have an immediate or a deferred benefit. We may take it, then, that he will strive to counterbalance the "dear loaf," which he calls "an imposture," with a reduction in the cost of other necessities. At the Constitutional Club Mr. Chamberlain said nothing about wages; but

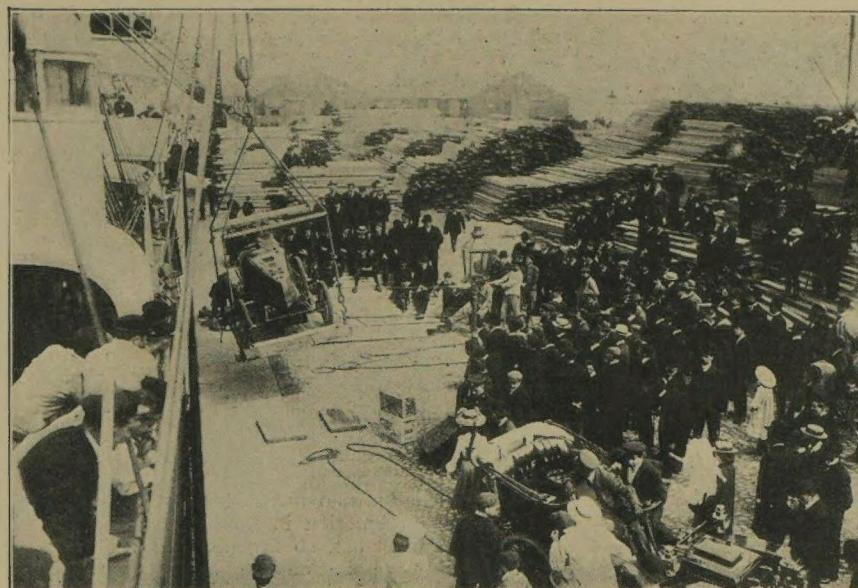
sake. "We are not always bound to the narrow margin of gain. England must not now, at the dawn of a new century, fall back and let others go ahead, for it was by untried ways that England won her greatness. It was not walking the path of others; it was finding her own path that has made the nation what it is. Those who say that any loss of life is foolish we would remind that whenever there is a thing to be gained of any value in this world there is bound to be danger, and a life that was given to science, as that of the man who died down there, deserves as great a monument as that of the soldier who falls for his country; and although his grave may be lonely amid the ice and snow, he has a fitting resting-place by those eternal hills. In conclusion, we may again remind our readers that the £12,000 necessary for the relief expedition will be as economically and wisely administered as the funds already spent in equipping the *Discovery*.

SOMALILAND. A Somaliland scare fluttered the placards of the evening papers at the close of last week. Rumours of a serious British reverse were in the air, but the *canard* was traced to a French journal at

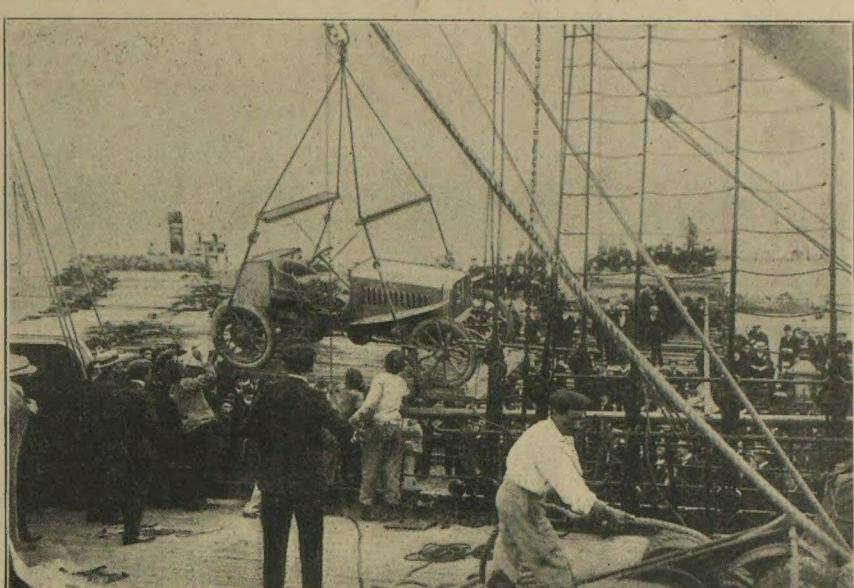
the Secretary of State, dated May 7, and after describing the chief features of the ceremony, emphasises its importance as "a solemn and almost religious observance, and also as a great ceremonial of Imperial and awe-inspiring significance." It also states that the effect of the display of military power at the review was remarkable, and undoubtedly impressed the representatives of foreign Powers who were present, and that "the growing power of the railway, of the Press, and other means of communication has done much to bring the different parts of India into contact with one another, and to obliterate their divergencies."

THE END OF
"RAGGING."

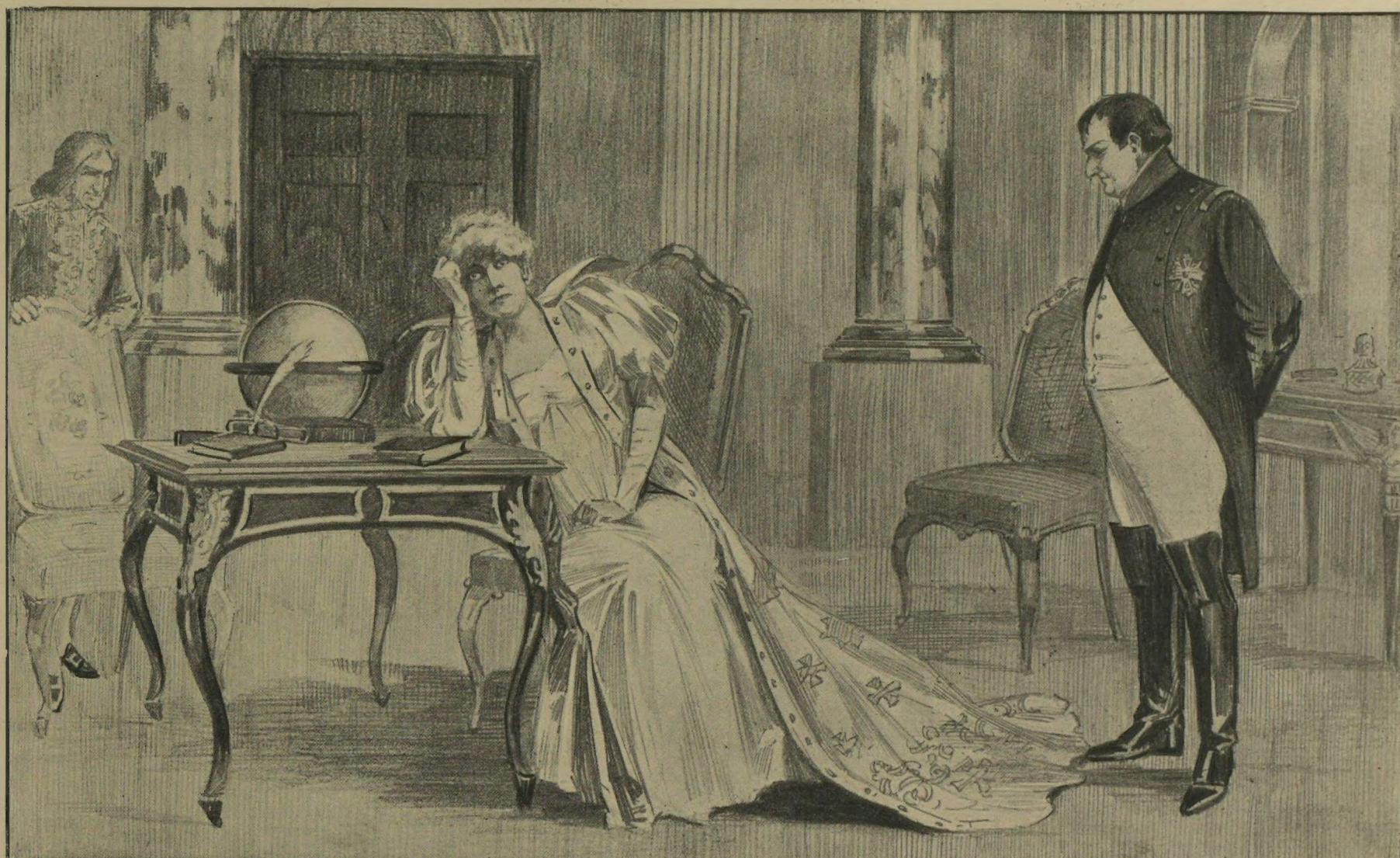
The acquittal of the seven officers charged with "ragging" a civilian at Cape Town has left an unsatisfactory impression on the public mind. The graver part of the indictment may be dismissed as an exaggeration, but as there is no dispute that the victim of military horseplay was stripped, ducked, and photographed, it does not appear how such conduct was becoming to officers and gentlemen. They had a great deal to say to his detriment, but that did not in any degree exonerate them. He had obtained heavy



THE GORDON-BENNETT RACE: LANDING THE ONLY COMPETING MORS CAR AT DUBLIN.



Photos. Branger Dayd.
THE GORDON-BENNETT RACE: LANDING A PANHARD CAR AT DUBLIN.



De TALLEYRAND (M. Gerval).

JOSEPHINE (Mme. Sarah Bernhardt).

NAPOLEON BONAPARTE (M. de Max).

SARAH BERNHARDT IN LONDON: "PLUS QUE REINE," AT THE ADELPHI THEATRE.
SKETCH BY RALPH CLEAVER.

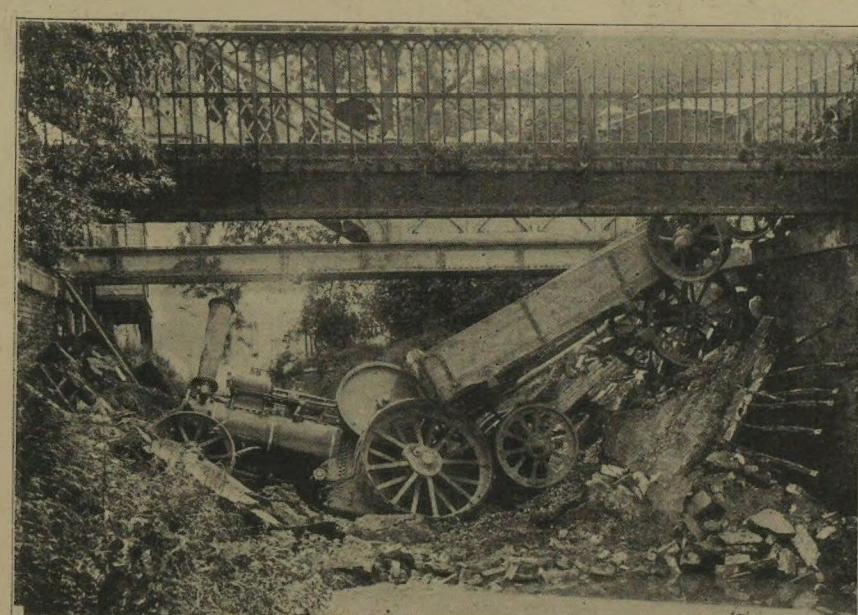


Photo. G. B. Towner.
THE CURIOUS TRACTION-ENGINE ACCIDENT AT UCKFIELD, SUSSEX,
JUNE 27.

The nine-ton engine was half-way over the bridge when the structure suddenly collapsed, and the huge machine fell into the river. Vehicular traffic between the two parts of the town was entirely suspended, and the gas and water supplies were interrupted.

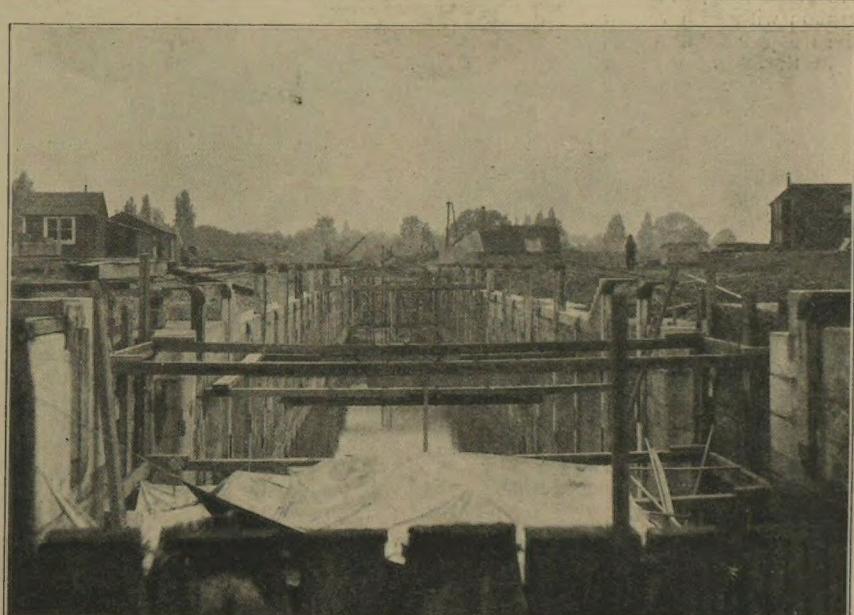


Photo. P. Ivt.
THE LARGEST LOCK ON THE THAMES: THE FIRST SECTION OF THE NEW
LOCK AT TEDDINGTON COMPLETED.

The lock, which has been rendered necessary by the increase of pleasure and business traffic, has been under construction for two years, and will probably be ready for use at the end of the year. It will have a length of 650 feet, and a width of 25 feet.

damages in a civil suit; but that could have nothing to do with the judgment of the court-martial. The one advantage of this extremely unpleasant business is that it will probably make "ragging" too dangerous a pastime even for the most reckless taste. We may also hope that it is dawning on the minds even of the youngest officers that they are no longer schoolboys, and that their profession calls for the exercise of manly dignity. In civil life, men of their age do not indulge in these discreditable pranks; and why should these be tolerated in the Army?

AMERICA AND KISHINEFF.

is to be sent to the Czar. The American Government has decided to transmit the petition, and the Russian Government has intimated that it cannot be received, as no foreign interference with Russian affairs can be officially recognised. Count Cassini, the Russian Ambassador at Washington, has made a formal protest, which is expected to increase the number of signatures to the petition. Nothing can result from these proceedings except a rather vague resentment on both sides. Unfortunately, there is no reason to believe that the lot of the Jews in Russia will be made any easier by this demonstration of sympathy

in America. The Czar's Ministers are in no way influenced by expressions of public opinion at home or abroad. It has been suggested that pressure might be put upon them by a sort of financial boycott; but experience does not show that sentiment puts obstacles in the way of loans when the offending State is in need of money. There used to be a diplomatic fiction that Russia at some time or other had rendered the American people a friendly service, and Count Cassini has done his best to keep this tradition alive. The American newspapers have discovered that there is no trace of any such transaction in any historic records. There is now one sentimental fragment less in the world of international politics, and the Czar is not likely to resuscitate it by inviting an American squadron to Kronstadt. That may be satisfactory to the Americans, but it can scarcely benefit the Jews. A Russian semi-official denial has been given.

MAJOR-GEN. J. R. SLADE, C.B., NEW BRITISH COMMANDER IN EGYPT.

M. LOUBET'S VISIT. The details of M. Loubet's visit to England have now been decided, and form the material for an official statement. The President will land at the Prince of Wales's Pier, Dover, on the afternoon of July 6, and will reach Victoria Station, where he will be welcomed by the King, at four o'clock. He will drive to St. James's Palace with his Majesty, and afterwards visit the King and Queen at Buckingham Palace, the Prince and Princess of Wales at Marlborough House, and the Duke and Duchess of Connaught at Clarence House. In the evening he will dine at Buckingham Palace with the King and Queen. The following day is to be devoted to visits to members of the royal family, the Guildhall luncheon, a banquet in honour of the King and Prince of Wales at the French Embassy, and a State performance at the Royal Opera. On the Wednesday M. Loubet will pay a private visit to Windsor Castle, in the afternoon witness a review of the troops at Aldershot, and in the evening, after dining with Lord and Lady Lansdowne, attend a State Ball at Buckingham Palace. On the following day, as the official note baldly put it, "the President takes leave of the King at Victoria Station and returns to France."

THE KHEDIVE'S PRIVATE VISIT. During his sojourn in London, which began

on June 24, the Khedive has shown his interest in agriculture. His Highness visited the great Show at Park Royal, and in the implements section proved his practical knowledge of machinery. The sheep-shearing machine, an instrument that would have astonished the shepherd kings of Egypt, attracted his Highness's closest attention, and he watched its operations for some time. The Khedive has himself started model farms in Egypt, and these he discussed with Mr. Crutchley, the hon. director of the Show. During his Highness's stay in the exhibition enclosure he met and was warmly greeted by the Prince of Wales. The Khedive has been the guest of Sir Ernest Cassel. His Highness has also visited Windsor, dined with the King at Buckingham Palace and with Lord Lansdowne at Lansdowne House.

THE HUNGARIAN CRISIS.

The Kosuth party has gained decided- ly in its recent obstruction of the Army Bill. Hungarian nationalists desire to see a national and not an imperial army, and the opposition of M. Louis Kossuth has resulted in the surrender of the Emperor and the military party. The first act of the new Premier, Count Hedervary, the Ban of Croatia, was to go to M. Kossuth and concede all his demands. There is some idea that the Emperor has in return received secret undertakings from M. Kossuth, but the victory is none the less complete.

OUR PORTRAITS.

The death of Sir Joseph Pease, Bart., removes from the House of Commons one of its oldest and most reputed members, and creates a vacancy in the Barnard Castle Division of Durham. Sir Joseph, who was seventy-five, first entered Parliament in 1865 as representative of South Durham in the Liberal interest, retained the seat until 1885, and was then elected to the constituency he represented at the time of his death. Apart from the duties entailed by his public work, the late Baronet found time to act as chairman of the North-Eastern Company and of Pease and Partners, Limited, the colliery and ironstone mine-owners. His Baronetcy, in which he is succeeded by his son, Mr. A. E. Pease, formerly Liberal member for the Cleveland Division of Yorkshire, was conferred upon him in 1882.

Major-General John Ramsay Slade, R.A., C.B., who succeeds Major-General the Hon. Sir R. A. J. Talbot in the command of the British troops in Egypt from July 18, is a Gentleman Usher to the King, and has had a distinguished military career. Educated at the R.M.A., Woolwich, he entered the Royal Artillery in 1861, has seen considerable service in Afghanistan, and fought in the Transvaal Campaign which culminated in Majuba. His official appointments include that of military attaché at Rome and with General Baldissera in 1866, A.D.C. to Queen Victoria, and commander of the Royal Artillery of the North-Eastern District. General Ramsay Slade is the son of the late General Sir Marcus Slade, and was born in 1843.

Lieutenant Dan Godfrey, who died on June 30 at Beeston, Notts, came of a family of bandmasters, and was himself perhaps the best known of them all. His father was leader in the Coldstream Guards' band; his brother, bandmaster in the Horse Guards (Blue); and his two sons have also led military bands. Lieutenant Godfrey, who was born in 1831, began his musical education at the Royal Academy of Music when he was fourteen, and at the age of twenty-five was recommended by Sir Michael Costa to the Prince Consort, by whom he was appointed bandmaster of the Grenadier Guards. He made his first appearance in



Photo. Ellis and Walery.

THE LATE LIEUT. DAN GODFREY,

THE FAMOUS BANDMASTER.

of two engines and eighteen carriages, fell through a bridge into a stream fifty feet below, with the result that only five of the persons travelling in it were uninjured. The carriages were completely smashed, and the bodies of between a hundred and fifty and two hundred victims were recovered from the wreckage after a search that was so painful that many of the rescuers broke down under the strain. The injured number over a hundred.

THE KAISER AT KIEL.

The German Emperor, during his stay at Kiel for the annual regatta, has, as usual, improved the occasion to cultivate the sentiment of "our Great Teutonic Kindred" (as Carlyle called it) in his dealings with representatives of the United States. His Imperial Majesty, however, has not altogether conciliated Transatlantic feelings by his request to be shown over the United States battle-ship *Kearsarge*. Admiral Cotton could not, of course, refuse, but the United States have remembered that such international amenities are unusual. It is unlikely, however, that the Kaiser learned anything that might be to the disadvantage of America in the event of war; for that dire issue is, we trust, so far off that the *Kearsarge* will by that time be obsolete. A counterbalancing incident occurred during a yacht-race. The Kaiser was at the helm, and something went wrong. Immediately his Majesty summoned all hands to help, and the Kaiser, Mr. Vanderbilt, and Mr. Tower did doughty deeds with ropes. Later the scene was "reconstructed" for Prince Adalbert to photograph.

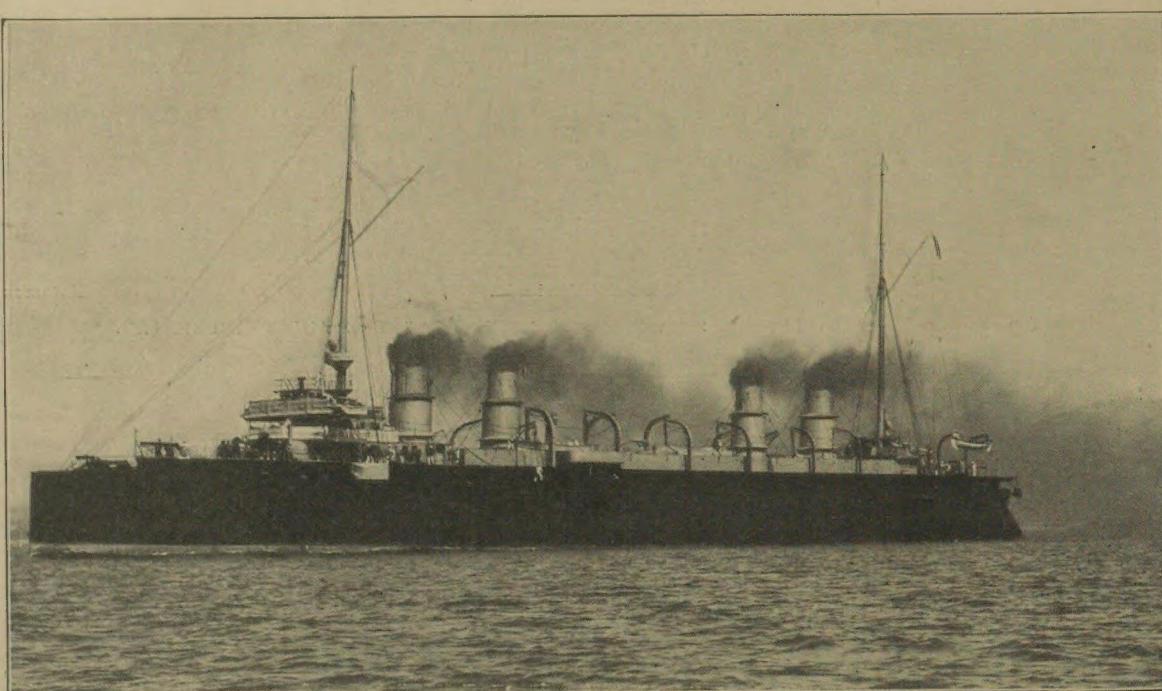
THE INTERNATIONAL MOTOR-CAR RACE.

The International Motor-Car Race, which was fixed to be run on July 2, started with the fairest augury of success. The arrangements for the safety of the competitors and the public left nothing to be desired, and the adverse opinion which certain French visitors entertained of the course was not shared by the rival drivers. During the days preceding the contest, the competitors, English, American, French, and German, made a complete survey of the road. The cars weighed in according to rule, no motor being permitted to be heavier than 19 cwt. 1 qr., or 1000 kilos.

THE MACEDONIAN TROUBLES.

The situation in Macedonia is growing more difficult, and seems to be well summed up by the statement that during the last two months some sixty engagements have taken place in Macedonia and the province of Adrianople between Bulgarian revolutionists and Turkish troops and Bashi-Bazouks. A full list has been published in the Sofia newspapers. The Macedonian committees have apparently not given up their projected general rising this year. The supply of arms and ammunition is thought to be sufficient; and it is now for extra safety hidden in the mountains. When the right time is judged to have arrived, every village will receive its share of this store, for which the inhabitants have already paid. The Government of Bulgaria finds a menace in the continual concentration of Turkish troops on her frontier, and has decided to seek an explanation from the Sultan, at the same time requesting the intervention of the Great Powers.

It was suggested by Mr. Harris many years ago that we should abolish British Ambassadors, and appoint "well-selected" correspondents of the *Times* to transact the business of diplomacy in foreign capitals. This handsome tribute to our contemporary's



THE VESSEL WHICH WILL CONVEY M. LOUBET TO ENGLAND: THE FRENCH WAR-SHIP "GUICHEN."
Captain Bachme, the commander, and the crew of the "Guichen," and those of the accompanying vessels, "Harpon" and "Escopette," have received invitations from the British Admiralty to various festivities.

this position on July 9, 1856, when his regiment marched through the West End to Buckingham Palace on their return from the Crimea. He held it until his sixty-fifth year. Since then Lieutenant Godfrey had visited the United States and Canada with his bands, and in Boston conducted the British National Anthem played by the picked bands of America.

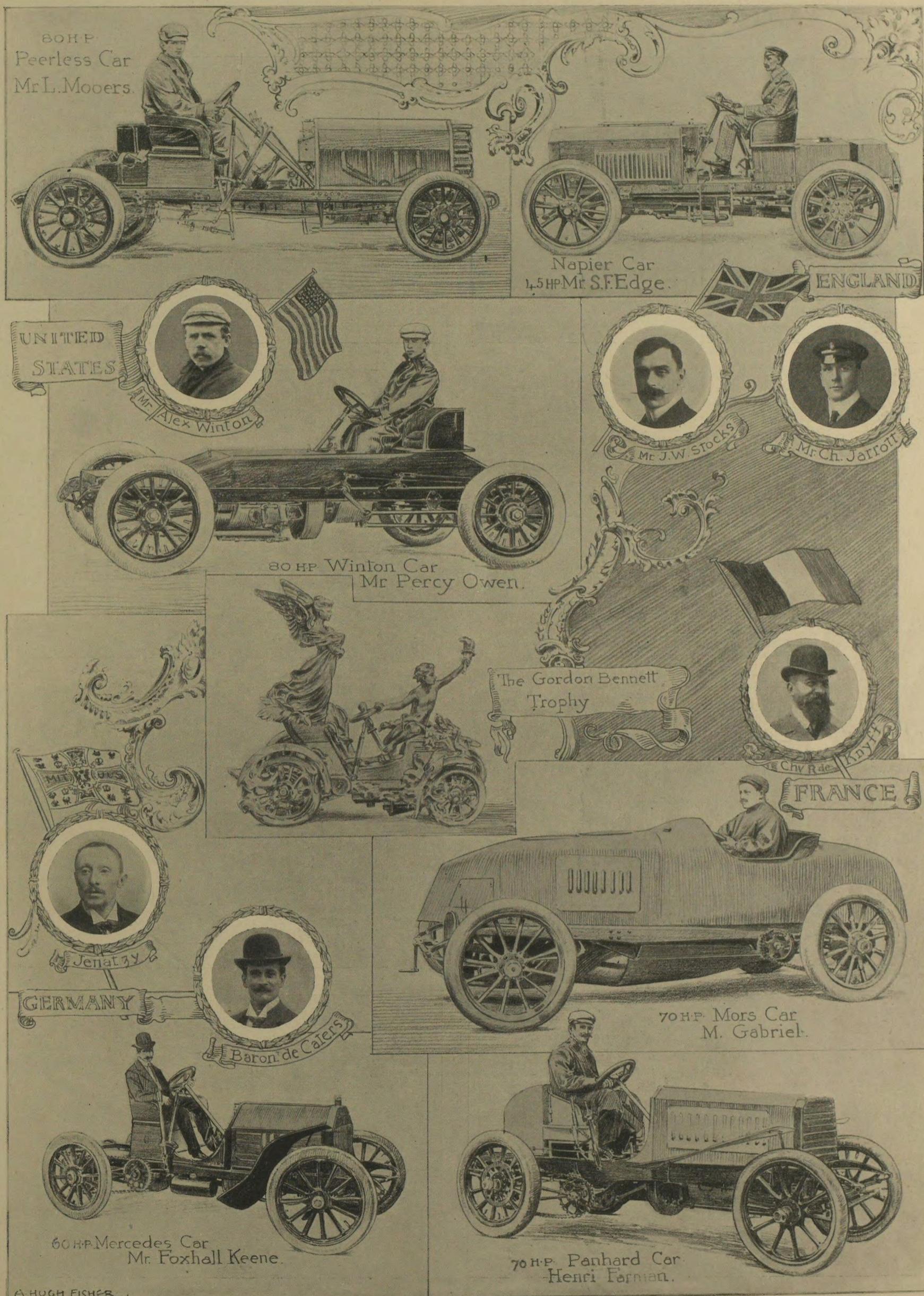
THE DISASTER IN SPAIN.

The district between the villages of Briones and San Asensio, in the Province of Logroño, was on June 27 the scene of the most serious railway disaster that has yet occurred in Spain. A passenger train, made up

representatives abroad may have penetrated in a slightly embellished form to the interior of Morocco, where Mr. Harris is still held captive by insurgent Moors. Any ordinary European would probably have been released at once; but Mr. Harris's hosts evidently regard him as an uncommon guest who must be detained as long as possible. Though not an Ambassador, he is supposed in Morocco to have exercised great influence over the Sultan, and his honourable captivity is doubtless intended to be a useful education in native sentiment. There is a possibility that Mr. Harris is a very willing prisoner; and we may be sure that he is making the most of his opportunities among the insurgents, whose point of view has hitherto been obscure to all the journalists in Morocco.

THE INTERNATIONAL MOTOR-RACE FOR THE GORDON-BENNETT CUP, JULY 2.

DRAWN BY A. HUGH FISHER.

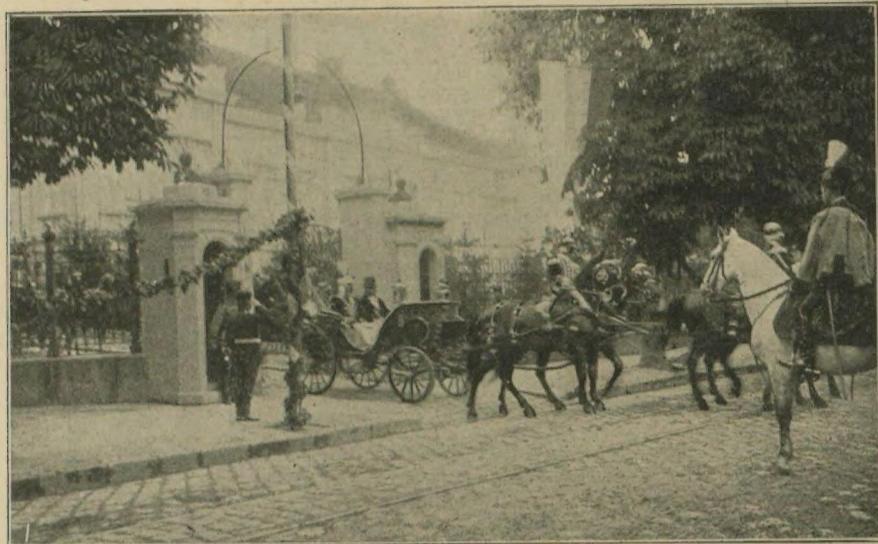


THE COMPETING CARS AND THEIR DRIVERS.

The British cars were painted green (out of compliment to Ireland, where the race was held), the American red, the German white, the French blue. The Mercedes cars built for the race were burnt in the great Daimler fire at Cannstatt, and private owners lent the vehicles which ran in the Gordon-Bennett race. The drawings are from photographs by Lafayette, Mermilliod, Foulsham and Banfield, and Granham Bain. The Mercedes car is from a photograph kindly lent by the "Automotor Journal," and the photographs of the Chevalier de Kniff and Baron de Caters by the "Autocar." The portrait photographs are by Bourgeois, Biograph Studio, and Lafayette. Messrs. Stocks and Jarrott drove Napiers, Mr. Alex Winton a Winton, Jenatzy and de Caters Mercedes, and de Kniff a Panhard.

THE SERVIAN DYNASTIC CHANGE: SCENES OF KING PETER'S ACCESSION AT BELGRADE.

PHOTOGRAPHS BY SAMU, BUDAPEST.



1. THE KING AND THE PRIME MINISTER LEAVING THE PALACE.

3. STREET SCENE DURING THE KING'S RETURN FROM
THE CATHEDRAL TO THE PALACE.

6. PREPARATIONS FOR THE MILITARY REVIEW: THE KING'S TENT ON THE BANITZA COMMON.

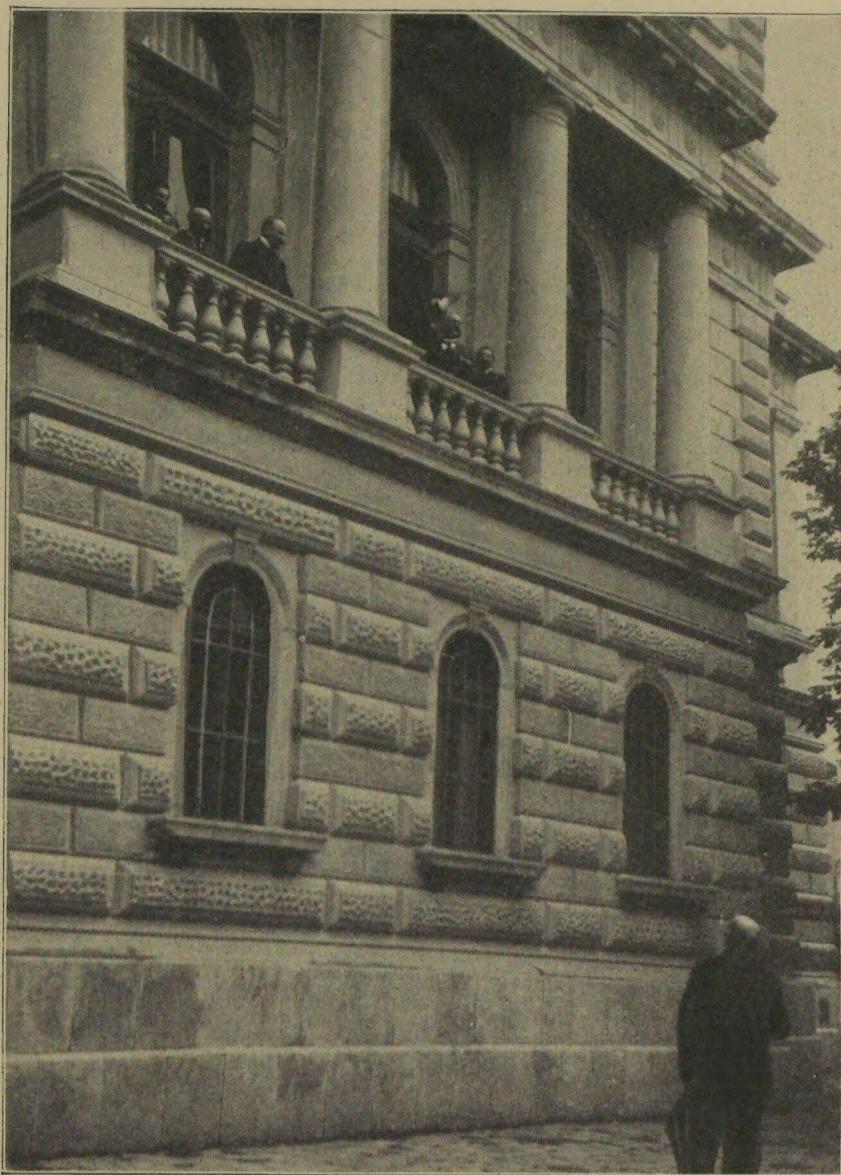
4. BELGRADE'S WELCOME TO KING PETER:
STREET DECORATIONS.

2. AFTER THE OATH OF LOYALTY, THE KING LEAVING THE SKUPTSHINA.

5. BELGRADE'S HERALDIC WELCOME: HOUSES DECORATED
WITH OLD SERVIAN FAMILY CRESTS.

7. KING PETER'S SUITE DRAWN UP OUTSIDE THE KONAK.

THE SERVIAN CHANGE OF DYNASTY: SCENES OF KING PETER'S ELECTION.



THE ANNOUNCEMENT OF KING PETER'S ELECTION FROM THE BALCONY OF THE NEW PALACE AT BELGRADE: M. AVAKOUMOVITCH PROCLAIMING THE SKUPSHINA'S (OR NATIONAL ASSEMBLY'S) CHOICE.



KING PETER'S INVESTITURE BY THE SERVIAN DELEGATES AT GENEVA: M. VELIMIROVITCH, THE HEAD OF THE DEPUTATION, ADDRESSING THE NEW MONARCH.



THE MURDERERS' TRANSFER OF ALLEGIANCE: THE ROYAL GUARD TAKING THE OATH OF FEALTY TO PETER BEFORE THE SERVIAN NATIONAL FLAG AT BELGRADE.

NOTES ON NEW BOOKS.

- British Political Leaders.* By Justin McCarthy. (London: Unwin. 7s. 6d.)
- Impressions of Indian Travel.* By Oscar Browning. (London: Hodder and Stoughton. 6s.)
- The India of the Queen, and Other Essays.* By the late Sir William Hunter. Edited by Lady Hunter; with an Introduction by Francis Henry Skrine. (London: Longmans. 9s. net.)
- The Mischief of a Glove.* By Mrs. Philip Champion de Crespigny. (London: Fisher Unwin. 6s.)
- His Heart's Desire.* By Katherine S. Macquoid. (London: Hodder and Stoughton. 6s.)
- Cricket Across the Seas.* By P. F. Warner. (London: Longmans, Green. 5s.)
- The Romance of the Colorado River.* By F. S. Dellenbaugh. (New York and London: Putnam. 15s.)
- Rabbits, Cats, and Cavies.* By C. H. Lane. (London: J. M. Dent. 10s. 6d.)
- Sporting Yarns.* By Lieutenant-Colonel Andrew C. P. Haggard, D.S.O. (London: Hutchinson.)
- Flodden Field.* By Alfred Austin. (London: Macmillan. 4s. 6d.)
- Songs of Dreams.* By Ethel Clifford. (London: John Lane. 3s. 6d.)

Mr. McCarthy has written for the American public a series of articles on thirteen "British political leaders," among whom Mr. Labouchere will doubtless be surprised to find himself. Of the Unionists we have Lord Salisbury, Mr. Balfour, Mr. Chamberlain, and Sir Michael Hicks Beach; from the Opposition benches are chosen Sir Henry Campbell-Bannerman, Mr. Morley, Lord Aberdeen, Sir William Harcourt, Mr. Bryce, Lord Rosebery, Mr. John Burns, and Mr. Redmond. It is difficult to see why the book has been published (or republished) in England; it contains nothing new (except a curious account of Mr. Chamberlain's attitude towards Home Rule before 1886), and no criticism of the slightest importance. Mr. McCarthy is, as usual, overflowing with good nature towards individuals (except Mr. Chamberlain), but in his sketches of the Liberals he shows a fine contempt for Conservatism as a political creed, and what almost amounts to rancour against Liberal Imperialists. In nearly every chapter he preaches to his select audience the insignificance of the House of Lords, and he occupies a good deal of space by explaining such elementary points as the meaning of the Committee stage of Bills and the presence of sons of peers in the Lower House. The nature and value of his comments may be judged from his statements that Mr. Balfour's "Foundations of Belief" was published when he was "a rising young statesman"; that he "got through" the task of an Irish Secretary "about as well as, or as badly as, any other man could have done whose appointed mission was to govern Ireland on Tory principles for the interests of the landlords and by the policy of coercion"; that The Souls were "an order of psychical research"; that Mr. Chamberlain joined a Conservative Ministry after the defeat of the first Home Rule Bill; that "the best of Sir William Harcourt's work is yet to be done by him"; that a speech from Mr. Bryce causes "a rush of members into the debating chamber"; and that Sir Henry Campbell-Bannerman "is in every sense of the word a strong man." The sketch of Mr. Redmond might have been interesting were it not obviously written for the purpose of concealing from the American public the real condition of the Irish Nationalist party. It is quite surprising that a man of Mr. McCarthy's standing and ability should produce such an unsatisfactory work. On Ireland he has, of course, a perfectly intelligible point of view, which he expresses well and moderately, but he does not show the least grasp of political problems generally. He is permeated by the House of Commons' idea that the trivialities of Parliamentary life are the only things that matter. The book (whose American spelling will offend the British eye) is merely personal journalism of the better kind—and we say "better" purely in the moral as distinguished from the artistic sense of the word.

Mr. Oscar Browning, modestly introducing himself in his preface, says that he has written his "Impressions of Indian Travel" entirely as an impressionist, a description which might be misleading if one did not remember that a Cambridge don would be likely to make the nicest use of the word. The title, at least, will not excite undue ardours in the readers of his book; it fits the interior with a praiseworthy precision. There is small reason why these "Impressions" should be read outside the circle of Mr. Browning's friends. They are conscientious and discreet; they avoid excess in all things; but there is little that is, from a broad point of view, noteworthy about them. It is, however, possible that other philosophical travellers, well primed with introductions, and anxious sedulously to avoid the beaten track, will find profit in them, and will bless the name of Mr. Browning as they progress—bathing twice a day, helmet-clad, shunning jellies, blancmanges, and salads, in pursuance of his thoughtful instructions—from the Canal to the snowy ranges, from the meagreness of the up-country hotel to the stately splendour of the Viceroy's Calcutta residence. They will learn that even the uncultured Anglo-Indian has not erred in his appreciation of the Taj; that Mr. Browning looks indulgently upon the admittance of natives to the Indian Civil Service; and that he has set all visitors to the East an excellent example by seeing exactly what he ought to have seen, at the right moment for seeing it, with the blandly intelligent eye of a scholarly English gentleman.

Sir William Hunter was undoubtedly a brilliant journalist, and it was well worth while to collect and reprint a selection of his essays and articles on Indian affairs. Mr. Skrine, his biographer, adds an interesting introduction. The five essays on "The India of the Queen," contributed to the *Times* in 1887, describe vividly the transition from the old India of the Company to the new India of centralised government, a free Press, and the National Congress—the India which is more and more claiming to be articulate. A series of lectures on "England's Work in India" is perhaps of more permanent value. Hunter had the gift of interpreting India to England,

but in these lectures he achieved the task of vindicating to the world our position in India. Although they are more than twenty years old, they answer by anticipation many of the criticisms of British rule recently advanced by such writers as Mr. Naoroji and Mr. William Digby, and this with the more force because Hunter was largely, though cautiously, in sympathy with the growing demand of the natives for a larger share in the government of the country. His knowledge of facts was encyclopaedic, but his practical acquaintance with India was almost limited to Bengal, and it is fairly clear that he overestimated the influence of the handful of educated Hindus who claim to represent her aspirations. His eyes, in fact, were fixed on Calcutta and Bombay: he took too much at their own valuation the "Congresswallahs" who express in excellent English conclusions gathered from a hasty application of Macaulay and Mill to Indian life. He seemed hardly to realise that India below the surface has not moved very far since Mogul times, and that the more primitive fighting races would make short work of the eloquent Bengali were our authority removed. Two interesting essays on missionary work are included in the volume, which ends with a charming essay on Csoma, a Hungarian scholar whose life is a romance, and who did much in his day to unveil the mystery of Tibet. The book, as a whole, is a most valuable addition to popular works on the East; it never repels by pedantry or a parade of uncouth names or formidable statistics, and its publication should help to convince the reading public that India is not only of supreme importance to the Empire (which we all acknowledge), but (what few of us really believe) that it is a country of very great interest to all intelligent Englishmen.

Mrs. de Crespigny has followed up her successful first book, "Behind the Arras," with a very ordinary historical romance. "The Mischief of a Glove" is written in the first person singular, a course which almost invariably tends to dullness, and renders a difficult task still more difficult; and when, as in the present instance, the heroine constantly takes occasion to laud herself and belittle her rival, the effect, so far, at least, as she is concerned, is anything but pleasing. "I could have laughed aloud," is the expression most often on her lips; and when delight in her own performances fails her, it is changed for "I could have wept," or some equally self-centred equivalent. She is styled Mistress Jocelyn Wynton, and puts herself—doubtless for the reader's delectation—into one compromising situation after another, in order that she may emerge with flying colours. There is very little art in such a performance, but we are willing to admit that Mrs. de Crespigny displays considerable dexterity in the management of her puppet-show; if the strings are overmuch in evidence, these lay figures are never still, and such readers as revel in action may find the result satisfactory. The various characters are at least consistent, and play the parts assigned to them with unvarying front: Don Timon de los Naves is as perpetually treacherous as Master Ralph Cotteril is noble and high-minded; Lord Wynton swears monotonously, Mistress Anne plays the fool, and the heroine is resourceful to the end. There are no disappointments and no surprises.

Once again Cardinal Richelieu figures in the pages of romance, but Mrs. Macquoid has chosen, very wisely, to confine herself to the development of his character in early manhood, and her presentment has thus more of freshness than might reasonably have been expected when one remembers how often the reign of Louis XIII. has provided subject-matter for the novelist. "His Heart's Desire" is an agreeable compound of fact and fiction, and perfectly readable. Mrs. Macquoid has considerable narrative power, and the story swings along naturally and easily; the lack of any enveloping atmosphere is in some measure atoned for by abundance of incident. Of all the numerous characters met with in these pages, that of Marie de Medicis, sometime Regent of France, is depicted with most sympathy and insight. There is real pathos in the scene which pictures her political defeat and subsequent retirement to Blois. If Antoinette de Mérin seems wooden and English, her sister, the convent-bred Diane, is French to the backbone, with an undoubted capacity for intrigue. Upon the character of Richelieu himself Mrs. Macquoid has bestowed infinite pains, and we see him in every varying mood, swayed sometimes by love, but more often by the lust of power; and if our impressions are seldom wholly agreeable, the fault lies with the man himself, and not with his delineator. We may add, for the guidance of anxious parents, that "His Heart's Desire" may safely be put into the hands of any girl in her teens: none of the objectionable elements which the British matron, rightly or wrongly, associates with works of French origin or subject find a place in Mrs. Macquoid's pages.

Mr. P. F. Warner, the distinguished cricketer who took Lord Hawke's team to New Zealand and Australia, has recorded his experiences in a light gossiping volume that will be read with interest by all followers of the national game. Apart from the question of scores, the visit was an important one because it was the first of its kind so far as New Zealand is concerned. Cricket makes slow progress there, not that it lacks popularity, but because there are few men competent to teach the game to beginners; and, as Mr. Warner says, applying words of the adage fairly enough, the cricketer must be caught young. It is impossible to read "Cricket Across the Seas" without seeing that New Zealand has plenty of promising material, and that the visit of Lord Hawke's team has probably sown the seeds of an enthusiasm that will bring that colony into line with Australia, where the victories of Mr. P. F. Warner and his companions came to a sudden end. Mr. Warner thinks that the best eleven in New Zealand is nearly equal to the least of our first-class counties, and that a few good trainers would bring the rising generation into line with the best cricketers of the

day. Some of the clubs have been better supplied with enthusiasm than cash; but one of the results of the tour was to improve the balance of nearly all the cricket associations in the country, and they will now be able to indulge in an expenditure that would have been impossible, or at least unwise, before the visit of Mr. Warner and his merry men.

It was well worth writing "The Romance of the Colorado River," and it is fortunate that the task should have been undertaken by so competent a writer as Mr. Dellenbaugh. Rising in the mountains of Wyoming, the river "whirls down" some 10,000 ft. in its 2000-mile journey to the Gulf of California. The peculiarity of the stream is that for nine-tenths of the way it races through stupendous gorges, which it has cut through the plateaux in the course of ages. Between these cliff walls, sometimes 6000 ft. high, it forms a series of rapids, torrents, and falls, with intervals of comparatively smooth water. We can well appreciate the dangers of descending such a stream, and sympathise with the disinclination of the earlier explorers, who strove, vainly, to work their way upwards from the mouth. It was reserved for Major Powell to take his life in his hand and encounter the perils of descent with a party of courageous followers in 1869: and in 1872, to repair the omissions caused by loss of instruments and records on his first trip, he repeated the hazardous exploit, when the author was a member of the expedition. Such an enterprise could not but be pregnant with almost hourly risk, and Mr. Dellenbaugh's story of his personal experiences is the more exciting by reason of the praiseworthy restraint exercised.

In his profusely illustrated book Mr. Lane has done for "Rabbits, Cats, and Cavies" what Mr. Rawdon Lee has done elsewhere for dogs. How many and how distinct are the several breeds of rabbit recognised by fanciers, few outside the ring of experts are aware; and equally unknown to the general public are mysteries of estimating the personal merits of lops, Belgian hares, and Angoras for prize purposes. Those who would inform themselves concerning official types of rabbit beauty, or the gastronomic worth of the Polish, Siberian, and Himalayan rabbit, cannot do better than consult Mr. Lane's pages. The larger moiety of the book is devoted to cats. For exhibition purposes, cats are divided into two classes—long-haired and short-haired; and these classes are divided again according to colour. Mr. Lane takes each variety in turn, and describes it minutely, giving useful hints as to the most becoming way of doing a cat's hair and how it should wear its tail. Clothes and deportment appear to be matters that should occupy the mind of the self-respecting long-haired show cat, to the exclusion of everything else. Anecdotes illustrating the intelligence of cats properly find place in the book, and if some of these stories are familiar, the author is able to supplement them from the wealth of his own knowledge. A few pages are devoted to the charms of the cavy, otherwise the guinea-pig.

Colonel Haggard's book, "Sporting Yarns; Spun Off the Reel," is very happily named. The author has apparently reeled off his "yarns" at haphazard, just as they recurred to memory: hence we follow him lion-shooting in Abyssinia, killing salmon on a Highland river, and angling in Canada in consecutive chapters. Then, lest two glimpses of Canadian sport weary us, he whisk us off to India via Scotland, returns for a space to the rivers of Canada, and quits these abruptly for Japan. Like most soldiers, he has been in many parts of the world; and wherever his lot might be cast for a time, he found amusement with rod, gun, or rifle. The most exciting of the author's adventures was that in Abyssinia, where he took up his quarters in a lion's den to await the return of the lawful owners. Numerous as are the visitors to and writers on Japan we hear little or nothing of the sports of the Japanese; wherefore Colonel Haggard's racy account of the peculiar pastime of duck-hunting as practised by the nobility is the more welcome. "Sea-Fishing at Aden" heads a chapter of exciting reminiscences in shark-infested waters: as a sport it can only be recommended to the enthusiast. Whatever the topic in hand, the author always writes with a breezy good-humour that captivates, and we are sorry when the last page is turned. The illustrations, by "Griff," are spirited, but their humour somewhat too frequently takes the shape of caricature.

If any further proof were required that the Poet Laureate is happier in botanical than in heroic themes, it would be supplied by "Flodden Field: a Tragedy." The dramatic possibilities or impossibilities of the piece have been discussed already in their proper place in our columns, and it only remains to say that, judged as poetry, the work displays a poetic intention that is never outstripped by the execution; and judged as history, it betrays a licence that is probably poetical but scarcely justified by the result. From the work of the veteran we turn to that of the latest recruit: not to institute contrasts or odious comparisons, but simply because both books have appeared together on the reviewer's table. Miss Ethel Clifford bears a name that would make any literary performance by her worthy at least of remark. It is therefore gratifying to find that the daughter of a distinguished father and mother has already justified great promise by some substantial performance. "Songs of Dreams" have the right stuff in them—the stuff that dreams and poetry are made of. Miss Clifford has the gift of melody, and a most welcome absence of that affectation and meaningless inversion which is so commonly mistaken for style. She owes an undeniable debt to Matthew Arnold and others, but her day of complete originality is surely at hand. Her avowedly imitative work is written with much of the happy felicity of its Elizabethan and Restoration models. Among distinctly original pieces, "A Song of Fire" stands pre-eminent; while, for lyric utterance and pure pathos, without a hint of strain, "A Song of Peace" sings itself at one reading into the memory.

THE SERVIAN CHANGE OF DYNASTY: KING PETER'S INSTALLATION AT BELGRADE.



KING PETER LEAVING THE CATHEDRAL AT BELGRADE.



THE NEW KING AND HIS PRIME MINISTER DRIVING FROM THE CATHEDRAL.



THE NEW KING'S FIRST REVIEW OF HIS TROOPS.



THE NEW KING MOUNTING HIS HORSE FOR THE REVIEW.



THE NEW KING'S FIRST SALUTE TO HIS CHIEF SUPPORTERS, THE ARMY.

King Peter arrived at Belgrade on June 24, and the army saw to it that the people cheered. The following day the new monarch took the oath. In a proclamation he called the army, whose violent act raised him to the throne, "the falcons of the Servian people."



Photo. Levick.

THE ACCIDENT TO THE OPPONENT OF "SHAMROCK III.": THE BREAKING OF THE "RELIANCE'S" TOP-MAST DURING THE RACES OFF LARCHMONT, U.S.A.
While the "Reliance" was sailing in a race between ninety-footers, against "Columbia" and "Constitution," her topmast broke off about ten feet from the masthead. The biggest topsail was set at the time. The accident, which took place in a light wind on June 17, could not be explained, and was not really serious. (Note the men aloft.)



THE RAILWAY TRACK WASHED AWAY AT EAST ST. LOUIS.



EAST ST. LOUIS AFTER THE FLOODS.



WRECKAGE BY THE FLOOD IN TOPEKA, KANSAS.



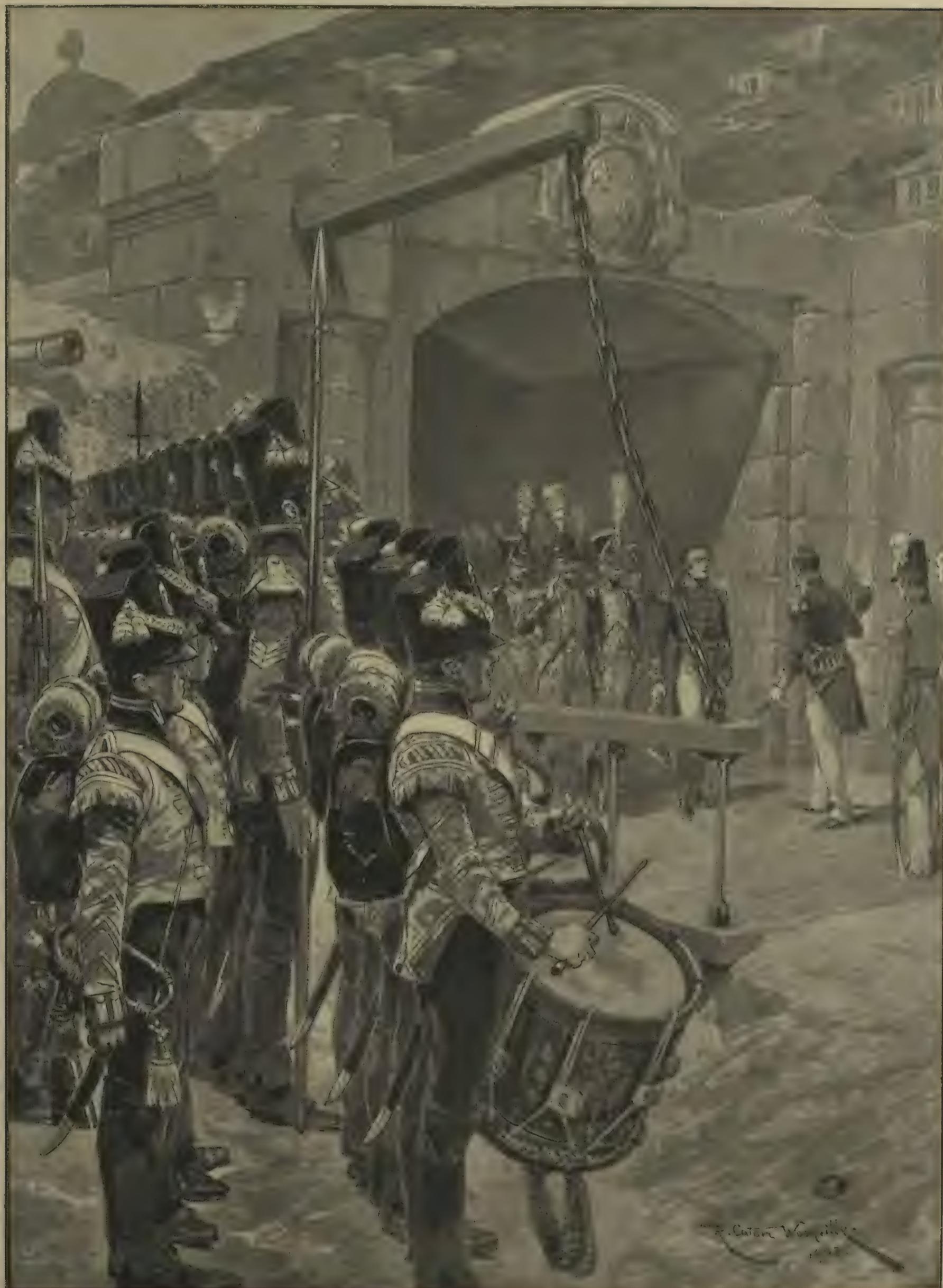
ISOLATED HOUSES IN TOPEKA.

THE DISASTROUS FLOODS IN AMERICA: SCENES IN TOPEKA AND EAST ST. LOUIS.—[PHOTOGRAPHS BY G. G. BAIN]

In the great floods in America, the prelude to the exceptional rainfall in this country, both Topeka and East St. Louis were considerable sufferers. Topeka was visited by fire and water at the same time, and burning houses, floating through the streets, set light to others. At least two hundred people were drowned. In East St. Louis martial law was proclaimed, and orders were given to shoot all persons found looting.

THE BRITISH DOMINIONS BEYOND THE SEAS.—No. XXV.: MAURITIUS.

DRAWN BY R. CAJON WOODVILLE.



THE SURRENDER OF THE ISLAND TO THE BRITISH IN 1810.

Mauritius, formerly called the Isle of France, appears to have been unknown to Europeans until 1507, when it was discovered by the Portuguese. It had then no inhabitants. In 1598 the Dutch, on taking possession, gave it the name it now bears in honour of their Prince Maurice. After a lapse of some hundred and twelve years, they in turn abandoned it, and five years later the French took possession. The British captured it from France in 1810, and, on the cessation of hostilities in 1814, the holding of the island by this country was one of the provisions of the Treaty of Paris. It was then agreed that the inhabitants should retain their religion, laws, and customs.

A POPULAR SUMMER FESTIVAL IN ROME

DRAWN BY ALFREDO MARETTI.

THE ILLUSTRATED LONDON NEWS, JULY 4, 1903.—16



A ROMAN PARALLEL TO COCKNEY HOLIDAY-MAKING: THE RETURN FROM THE HUMBLE FESTIVAL OF THE "DIVINO AMORE," JUNE 29.

This feast, vaguely connected with the worship of the Virgin, is held at Castel di Leva, a small sanctuary between the Via Appia Nuova and the Via Appia Antica. A mass is followed by a bacchanalian revel in the Campagna. The participants are chiefly laundresses and their husbands. The women, extravagantly dressed, drive in decorated cabs, the men in small carts festooned with flowers. A prize is given for the most striking cab and the oddest cart. On the return to Rome the carts race the day by a mad race along the streets.

THE INTERNATIONAL MOTOR-RACE: THE COURSE FROM START TO FINISH.

PHOTOGRAPHS BY LAWRENCE, DUBLIN.



1. THE ROAD FROM KILCULLEN, SHOWING THE CURRAGH: THE COURSE WINDS TO THE RIGHT, AND, TURNING AT RIGHT ANGLES, RUNS PARALLEL WITH THE HORIZON TO KILDARE.
2. THE STRAIGHT ROAD ACROSS THE CURRAGH. 3. THE ENTRANCE TO KILDARE FROM THE CURRAGH. 4. IN THE LONG CONTROL: WEST OF KILDARE TOWN.
5. THE END OF STRAIGHT STRETCH: THE KILDARE ROAD AT ONE OF THE ENTRANCES TO MOORE ABBEY (THE ROAD TO THE RIGHT LEADS INTO MONASTEREVIN).
6. THE MOST DANGEROUS POINT OF THE COURSE: THE CANAL BRIDGE, MONASTEREVIN. ON THE FURTHER SIDE OF THE BRIDGE THE ROAD CURVES SHARPLY TO THE LEFT.
7. NEAR MONASTEREVIN, LOOKING SOUTH-WEST. 8. THE ROAD THROUGH BALLYBRITTA'S WOOD. 9. HILL, NEAR MARYBOROUGH HEATH, LOOKING NORTH-EAST.

All the points here shown were on the long circuit. For continuation of views, see next page.

THE INTERNATIONAL MOTOR-RACE.—THE GORDON-BENNETT COURSE FROM START TO FINISH: THE LONG CIRCUIT CONTINUED AND THE SHORT CIRCUIT.

PHOTOGRAPHS BY LAWRENCE, DUBLIN.



10. A WINDING LANE NEAR MARYBOROUGH.

11. STRADBALLY, WITH WINDY GAP IN BACKGROUND.

12. THE JUNCTION OF THE CIRCUITS AT ATHY: THE CAR MARKS END OF LONG CIRCUIT; COTTAGES THE END OF SHORT CIRCUIT.

14. DOUBLE TURN IN THE ROAD BETWEEN CARLOW AND MAGENEY: THE WHOLE OF THIS ROAD IS OF A SIMILAR WINDING NATURE.

20. HALVERSTOWN, ONE MILE FROM OLD KILCULLEN.

21. AT THE EASTERN JUNCTION OF THE CIRCUITS: THE ROAD WITH BOYS LEADS FROM BALLYSHANNON CROSS-ROADS; CONTINUATION OF ROAD TOWARDS FOREGROUND IS THE COMMENCEMENT OF LONG CIRCUIT LEADING TO KILCULLEN AND THE CURRAUGH; THAT WITH CAR IS COMMENCEMENT OF SHORT CIRCUIT LEADING TO OLD KILCULLEN.

15. THE ROAD LEADING INTO CARLOW, AFTER CROSSING THE RAILWAY BRIDGE.

16. THE RUN INTO CARLOW.

17. THE RUN INTO CASTLEDERMOT.

13.

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The Bird's-eye View Map Explained: The detailed map in the centre of the page shows the course and the "control" areas, within which the cars reduced their speed to a fixed limit, varying in each case. The long circuit was traversed four times; then, near Old Kilcullen the cars turned southward and traversed the short circuit thrice. The arrows indicate the direction. Views Nos. 12 to 20 are on the short circuit.

THE INTERNATIONAL MOTOR-RACE: THE VICINITY OF THE START AND FINISH.

PHOTOGRAPHS BY LAWRENCE, DUBLIN.



22. NEAR THE WESTERN JUNCTION OF THE LONG AND SHORT CIRCUITS: THE BRIDGE IN ATHY OVER WHICH THE CARS PASS.

23. KILRUSH HILL, 350 FEET ABOVE SEA-LEVEL.

25. THE STARTING AND FINISHING-POINTS (MARKED X):
VIEW FROM THE MOAT OF ARDSKULL.

26. BALLYSHANNON CROSS-ROADS. THE DONKEY-CART POINTS TO A SHORT CUT
FOR SPECTATORS TO THE COURSE NEAR KILDARE. THE CONSTABULARY
MARK ANOTHER SHORT CUT TO OLD KILCULLEN ROAD.

24. KILRUSH HILL, LOOKING SOUTH-WEST.

THE ROYAL INSURANCE COMPANY'S NEW PREMISES.

The new head office buildings of the Royal Insurance Company, Liverpool, figured and described on this page, occupy a commanding position at the corner of North John Street and Dale Street, close to the Town Hall and Exchange, and in the heart of the commercial district.

The exterior, as will be realised from our Illustration, is handsome and imposing. The substructure is of grey Aberdeen granite, and the upper portion of white Portland stone. The gable facing Dale Street rises 110 ft. above the pavement. A prominent feature of the building is the tower, 150 ft. high, placed over the main entrance in North John Street. The tower is surmounted by a dome of concrete sheathed with gilded copper, which is visible miles away, and is a prominent object viewing the city from the river Mersey. Over the main

Electrically worked elevators are provided for convenience of approach to the upper floors.

The building has been designed by Mr. J. Francis Doyle, a Liverpool architect, and the work of construction has been carried out by Messrs. Thornton and Sons, of Liverpool, under the supervision of Mr. Doyle, with the assistance of Mr. Norman Shaw, R.A., as consulting architect. The sculpture was designed by Mr. C. J. Allen, of Liverpool, in conjunction with the architect, Mr. Doyle, and was executed by Mr. Allen.

The Royal Insurance Company has placed itself in possession of a



THE GENERAL OFFICE.

entrance is an imposing piece of sculpture, and the exterior is otherwise enriched by several sculptural panels.

The building, rectangular in shape, is about 220 ft. long by 52 ft. wide, and the internal dimensions of the general office, on the ground-floor, of which we give an Illustration, are: Length, 194 ft.; width, 48 ft.; and height, 21 ft. A noticeable and somewhat unique feature of this immense apartment is that the iron and masonry columns, usually conspicuous in a room of these dimensions, are entirely absent. This has been achieved by a novel principle of steel construction, the first and second floors being slung from girders, which are placed on the third-floor, and rest on steel stanchions built into the exterior walls.

The board-room is a large apartment on the first floor, 44 ft. long, 24 ft. 6 in. wide, and 27 ft. 6 in. high. The walls are panelled in Italian walnut to a height of 19 ft. from the floor, and from the cornice of this panelling a vaulted ceiling rises which is panelled and enriched in plaster. Suspended from the ceiling are three antique brass candelabra adapted for electric lighting. These candelabra are of interest, having been made in the town of Utrecht in 1648-49, and bearing the arms of Utrecht province and town. The fire-grate in this room is also interesting, being an original by the celebrated designer Stevens.

The whole of the interior is lighted by electricity, and is heated by hot water on the low-pressure system.

building well worthy of the leading position it occupies as the largest fire insurance company in the world, and the architects and contractors are to be congratulated on the result of their labours. The Royal has now been established over half a century, the 16th of June this year being the fifty-eighth anniversary of the date on which it first commenced business. Its progress has been phenomenal. From small beginnings, its fire-premium income has grown until, in 1902, it reached the colossal sum



THE ROYAL INSURANCE COMPANY'S NEW HEAD OFFICE, LIVERPOOL.

of £2,763,521; its life premiums, £639,320; while its total funds approximate £12,000,000.

The interests of the Royal are in the broadest sense world-wide. It has branch offices in almost every commercial centre, and its name is familiar in every civilised country. Britain may well feel proud of her great fire insurance companies. The Royal is only one of a number whose names are associated in all parts of the world with what is best in British commercial life. Their soundness and integrity are undoubtedly, and their records fully justify the confidence reposed in them by the insuring public.



THE BOARD - ROOM.

ART NOTES.

Mr. William Nicholson, who is a caricaturist first, but who is a good deal besides, has made an exhibition of his work at the Stafford Gallery in Old Bond Street. A caricaturist who is also an artist is not a common creation; and Mr. Nicholson is unique in being a caricaturist to the bone. Master of technique as he is, he carries his very powers of design, of colour, and so forth, to the verge of caricature. Even in the larger

to Velasquez by way of Mr. Whistler; and if it lacks a great seriousness, we are so much the gainers that we may well not look the gift-horse—even the horse he gave us in the New Gallery a year ago—too closely in the mouth. The "Portrait of the Artist's Mother" in the present exhibition is one of the most carefully painted, and one, too, that is in itself most suited to this serious medium. The picture is reminiscent of Mr. Whistler in something more than the name. Mr. Nicholson's supreme sense of arrangement leaves

"Saint Laumer, Blois," an interior of a church, showing great depth of shadow and excellent suggestion of what may be called the architectural life of the building. The "Thames Wharf" looks Venetian for all its display of the advertisement of a daily paper. Here, looking at this most Méryon-like of Mr. Cameron's etchings, we do not part company with Mr. Whistler, who also, in some of his early work, had affinity with Méryon. Another of Mr. Cameron's new plates is "The Ducal Palace, Venice"—an absolutely frank



THE WINCHESTER v. ETON CRICKET MATCH: THE PLAY IN PROGRESS ON AN UNUSUAL PITCH OWING TO THE FLOODS.

The match, which ended in a victory for Eton by forty-three runs, was played on June 25 at Eton. There was little to choose between the teams, and a keen game resulted.

paintings in this show, where he had sought to leave the laugh out, we get the slight exaggeration which provokes at least a smile. The landscape itself, like the faces of his men and women, has a blob here and a blotch there, an accent, an unexpected something which diverts the attention. In the portraits of children this quality is still apparent. Their Velasquez-like solemnity is itself in the nature of caricature.

So it happens that the "Portrait of a Man of Letters" had fitter be called the "Portrait of a Pirate." Another, "The Landlord," is a portrait of John Bull, a most aggressive personage, whom we may hope Mr. Nicholson never had relations with as a tenant. One notices the informal harking-back to Velasquez for this or that trick of arrangement or hint of pose. It is a recurrence

its mark even on the little catalogue of his exhibition. He is an adept at decorative placing.

Mr. D. Y. Cameron's "Selection of Etchings" is on view at the Gutekunst Gallery in King Street, St. James's. The needlework of Whistler and Méryon often finds its way to these walls; and to name Mr. Cameron as an accordant third is to follow Mr. Wedmore's placing in the letter of his which makes an informal preface to the catalogue of this exhibition with its thirty-five entries. Elsewhere Mr. Wedmore has catalogued Mr. Cameron's etchings to the number of one hundred and fifty-two—a number which we may assume to include all the plates by which the etcher himself desires to be remembered. In King Street, where we have old and new specimens, the latest is the

view of it, looking it straight in the full face, and without those turns and corners to which other draughtsmen have accustomed our eyes. Ruskin thought this plain view beautiful; others have not so thought; but Mr. Cameron will help to make converts to Mr. Ruskin. In the upper brickwork rather than in the lower carved stone Mr. Cameron displays that quality in the rendering of wall-surface of which Méryon held the secret. Besides these, we get some French and English bits that are altogether delightful, such as "Tintoret's House, Venice," the "Bridge of Sighs," omitting those places of prose, Waterloo Place and the Admiralty. In "Newgate" and "The Tower" Mr. Cameron had proper subjects to a hand that suggests always mystery, and sometimes tragedy, in his rendering of piles of stone.

THE COMING RAILWAY REVOLUTION.

EXPRESS RAILWAY TRAVEL ON THE MONO-RAIL.

The opening of the Manchester and Liverpool Steam Railway in 1830 convinced the world that the iron horse and the iron road had come to stay. Now—seventy-three years afterwards—another railway is to be built between the great cities of the North. This time electricity will be the driving power; the old two-rail system is to give place to a mono-rail track, and the speed is to be 110 miles an hour. Once again Great Britain leads the world, and the building of this pioneer high-speed line will make a new era in railway travel.

The attention of Mr. F. B. Behr, the inventor of the High-Speed Electric Mono-Rail system, was first turned to the mono-rail some thirty years ago. At this time a French engineer, M. Charles Lartigue, was building in Algeria and Tunis some primitive lines on the mono-rail principle, for carrying esparto grass, etc., the tractive power being animal. Impressed with the possibilities of this mode of locomotion, Mr. Behr designed the first single-rail line on which steam-engines and passenger and goods wagons were run. This trial line was built in Westminster in 1886, and the next step taken by Mr. Behr was the building of the line from Listowel to Ballybunion for regular passenger and goods traffic—the first of its kind. It was opened in 1888, and has been working ever since without any difficulty or accidents. The advent of electric traction led Mr. Behr to advocate the mono-rail for high-speed travel because he was convinced that it would



MR. F. B. BEHR, THE INVENTOR.

be absolutely impossible for a train to come off the rail on this system when going at very high speeds (one hundred miles an hour or more) through sharp curves. There is no train in the United Kingdom with a booked speed of sixty miles an hour, and the reason why speeds cannot be increased is due to the existence of curves round which trains cannot be run safely on a two-rail track at a higher rate than about sixty-five miles an hour, and to the fact that express, local passenger, and goods traffic all use the same metals.

Convinced that the only way to increase speeds was to build a special track on which nothing but express trains should be run, Mr. Behr built, near Brussels, a full-sized experimental railway of sufficient proportions to enable high speeds to be attained. Notwithstanding the steep gradients, the sharp curves, the weight of the car, and the low horse-power available, speeds up to ninety miles an hour were attained; the passengers experienced no discomfort, and the car never showed the slightest tendency to run off the rail. Commissioners were appointed by the Belgian, French, and Russian Governments to test the line, and the reports were highly favourable. It will be sufficient here to quote an extract from the report of M. E. Gérard, Engineer-in-Chief of the Belgian State Railways: "I am strongly of opinion that by means of the mono-rail system an express passenger railway could be constructed to run at very high rates of speed (up to 120 miles per hour) with perfect safety."

The next step was to build a regular railway in England. Finding that the inhabitants of Manchester and Liverpool were warmly in favour of a mono-rail between these two great cities, Parliamentary powers were sought. The Committees sat for thirty-seven days and heard eighty-four witnesses, including the greatest scientific and engineering authorities of the day, who gave their opinion that speeds of 110 miles an hour could be attained with no fear of derailment on the mono-rail system proposed. So impressed were the Committees by this weight of evidence in favour of the project that the Bill was passed, and the construction of the Pioneer High-Speed Railway in the North authorised.

In building this line it is not Mr. Behr's intention to ruin the railway companies. He wishes to convince them that the building of mono-rail tracks alongside their existing metals, and running into their present stations, for express trains at double the speed now possible, will produce a most beneficial effect on their receipts. By using the present tracks for local passenger and goods traffic only, they will evolve order out of chaos, punctuality out of an ever-increasing unpunctuality, will eliminate 99 per cent. of all the accidents which now occur on their lines, will considerably reduce working expenses and maintenance, and will be enabled to increase their dividends while at the same time diminishing their tariffs.

There is little doubt that when the Manchester-Liverpool line is built, the companies will see the wisdom of adopting the mono-rail, for unless they do so they will find this system of express travel a very formidable competitor instead of a powerful ally.



INTERIOR OF A MONO-RAIL CAR.



THE CAR ASTRIDE THE MONO-RAIL.

LADIES' PAGES.

The King and Queen are not sparing themselves exertion to make the season a success. The last Court of the year was one of the most brilliant that have been held. There were more lace dresses than ever, and of a most beautiful quality. The Duchess of Leeds wore perhaps the most exquisite one of all: it was Venice point, sewn all over with diamonds, and placed above white chiffon with an inner lining of white satin; the bodice was harmonised in material and drapery. The train for this magnificent gown was of ivory Duchess satin falling from the shoulders; it was embroidered in silver and pearls in a design of trails of roses, and was lined with pale-green chiffon, which was visible at frequent intervals through transparent motifs of diamond-embroidered lace, to receive which the satin of the train was cut out every here and there. Her Grace presented her daughter attired in white net embroidered with roses in silver, trimmed with silver lace and clusters of white clover. The graceful American Marchioness of Dufferin wore a skirt of blue satin with embroidery in gold in the shape of true-lovers' knots; it was divided into panels by strips of cream lace. The train was of cream tambour lace placed over pale-blue tulle. A very charming gown was Lady Holland's in accordion-pleated mauve chiffon, trimmed with silver embroideries and shaded purple wisteria blossoms; silver galon and real lace trimmed both the bodice and skirt, while the train was of cloth-of-silver, over which was laid mauve chiffon decorated with clusters of the wisteria.

One of the most uncommon gowns was in three shades of pink chiffon, the deepest tint round the foot, a paler shade for the knee-flounce and a delicate pink for the yoke at the top. This dress was embroidered down the front with silver, and the cherry-coloured kilted chiffon train was also trimmed with silver lace and embroidered in silver. Another uncommon and handsome dress was a brocade in tones of yellow on white, with a train of shot gold and white satin with embroidered designs upon it in aluminium thread and opals. A fine effect was produced by placing the palest pink chiffon over a dark chiné silk, tiny full flounces of the chiné looking like petals of roses peeping out round the foot. The chiné silk formed the train, trimmed with white ostrich feathers. An effective gown was of white lisse covered with Empire embroideries of gold and silver and arranged on the satin foundation with true-lovers' knots in black and white ribbons, and Empire wreaths of green silk leaves; the train was of cloth-of-gold veiled with embroidered chiffon bearing a design of orchids in iridescent colouring. Almost every dress was either richly embroidered or nearly covered with beautiful lace. The gowns have



A LINEN GOWN WITH SWATHED SILK BELT.

certainly become more lovely since the Courts have been held in the evening.

What a delightful idea it was of her Majesty's to give a children's party in the lovely gardens of Buckingham Palace in honour of the ninth birthday of the Sovereigns' eldest grandson! The dear little children in their lovely dresses, and with their well-cared-for appearance, were the prettiest sight imaginable, and the Queen, whose affection for children is well known, was evidently delighted with her young guests. The entertainments provided for the little ones were just those which children of all ranks enjoy—Punch and Judy, coloured comedians, and performing dogs sharing their attention with dancing. Nearly all the little girls wore white; but pink, blue, and lemon-yellow were also made up in dainty fashion for many of the small maids of high degree.

Now that the warm weather has arrived, the use of perfume becomes even more agreeable than before. Some scents which are pleasant at first turn very faint and sickly as they fade. No such objection can be made to the delightful brand of eau de Cologne known as "4711." This is so refreshing that a few whiffs of it well inhaled are very often enough to cure a headache, and, sprayed about a room, it gives a sense of freshness like that of the open country. One must insist on one's chemist getting "4711." The same maker, Mühlens, has just introduced a modification of his famous Rhine Violet, that fashionable perfume which really can hardly be improved upon. But anyone who likes novelty should try the super-exquisite new preparation, "Violetta Graziella." It is put up in extremely dainty bottles, with a transparent stopper having a violet in its centre, so elegant as to be specially suitable for presents. The London dépôt for all these perfumes is 62, New Bond Street.

Quite a social festival, as well as a musical one, is the great Triennial Celebration of Handel at the Crystal Palace. Thousands of ladies dressed in dainty spring costumes occupied the vast nave, and some of the smartest dresses I have seen this season were visible in the reserved stalls. A dainty frock of ivory crêpe-de-Chine was made with a deep corselet-belt of Limerick lace, into which the soft material was gathered. The skirt had an insertion of lace at four places with tucks intervening: this decoration ran downwards from the waist to about the knee. The hat worn with it was of white straw, with a garland of yellow roses and knots of chiné ribbon. A white silk muslin dress made up over green glacé had a cape of deep cream lace with the green velvet ribbon run through the interstices at the top, and formed into a large flat rosette at either side of the bust. It is very interesting always as a season goes by to see how little fashions like those two I have just mentioned declare themselves,

[Continued on page 26.]

ONE TOUCH OF NATURE.

BY J. JAMES.

NO PROOF IS NEEDED nowadays of the extraordinary popularity of the stage. If it were, one would only have to point to the great space given in all the popular periodicals to actors and actresses in consequence of the public demand, as well as to the avidity with which people read all that is written about their favourites—whether that writing relates to their public or their private life.

Indeed, on certain subjects the views of actors and actresses are not only sought for, but also carry considerable weight. That this should be the case in toilet preparations is perhaps inevitable, for they play no inconsiderable part in the actor's life on the stage. Among such preparations, none, it is safe to say, has been heralded with such an outburst of enthusiastic unanimity as Odol, of which Miss Alice de Winton writes:

Photo. Russell and Sons
MISS ALICE DE WINTON,
A most charming young Actress.

"Comparisons are notoriously odious. Since using Odol, however, I am bound to confess that, although I have often been asked to compare it with other mouth-washes, I have always refused, for the simple reason that there is nothing to compare with it. Odol is of itself a thing apart, and I shall certainly continue to use it, in preference to any other mouth-wash."

Odol finds no less favour with men, for Mr. Lionel Brough writes:

"Both my family and myself are very pleased with the new mouth-wash, Odol. I am a confirmed

smoker, and find it most comforting in the morning. The younger branches use it as a dentifrice and wash, and are so satisfied that they would like it 'laid on' in the bath-room like water."

It is largely by such recommendations that the reputation of any article designed for similar use is made, and it is peculiarly appropriate that Odol's merits should travel from mouth to mouth, since it concerns itself so essentially with the mouth. The use of Odol refreshes the mouth as a bath refreshes the body. Pleasant as are the effects and sensations of an ordinary bath, those produced by Odol might more aptly be compared with a Turkish bath, as it produces an exhilaration and a sensation of well-being as refreshing to the brain as it is to the body.

The delightful sensation Odol produces on the mouth, which it keeps practically chemically clean, has been voiced by scores of men and women, though no one has put it more tersely than Miss Ellaline Terriss, who is naturally proud of the exquisite teeth which adorn her mouth. For this reason, no doubt, she invariably elects to be photographed smiling, in order that that conspicuous beauty of her beautiful face may be seen. Miss Terriss writes: "I am using Odol with the greatest pleasure, and consider it excellent." Her little adopted daughter, whose pretty childish face is seen in the accompanying illustration, is no doubt as delighted a user of Odol as is Miss Terriss, for the preparation is as suited to the teeth of children as it is to those of

The appeal to the senses is an essential one in every article of this sort, and in its taste, as in its perfume, Odol satisfies the most fastidious, so that people have been known to use it far more often than is necessary for cleanliness, in order to obtain pleasure from its flavour, and its perfume hangs on the breath with an aroma like that which, as Shakspere says—

Breathes upon a bank of violets,
Stealing and giving odour.

To these qualities that beautiful actress, Mrs. Maesmore

MORRIS,

The beautiful Australian Actress.

Morris, attests, for she writes: "I can hardly imagine that there can be two opinions about Odol. It is at once so refreshing and pleasant to the mouth, so beneficial to the teeth, that to use it once is to insure its being used always."

Mr. George Alexander, who is a leader in the theatrical world, has naturally not been behind his confrères in making the acquaintance of Odol, of which he writes: "I have pleasure in testifying to the excellence of your dentifrice, Odol. I find it very fragrant and effective."

Go where you will, north or south, east or west, the opinion is still the same, though it may be expressed in different words.



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The First Quality in "Quality Street."

Photo. Lafayette.



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One of our most versatile Actors.

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their elders, and the results it produces in their case are no less gratifying."

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and are adopted largely by all the modistes who are really "in the know." The deep swathed belt had no existence a few weeks ago; we were all wearing narrow belts over which the bodice pouched, or else short coatees generally pleated and hung loose. Quite suddenly, stimulated by the Paris models, the new dresses have appeared with deep belts going from the waist to almost beneath the bust. The boleros are shortened to match, or more frequently the soft material of which nearly all good dresses are now composed is pleated from the neck and set in full folds under the deep swathed belt. Then, again, we have the flat rosettes on either side of the bust, which might almost be called plaques, so closely are they made—not loose or fluffy, or pouched at all, but just round flat circles. These come best in passementerie or braid on tailor-dresses; but, as I have just mentioned, they are placed on the dainty summer materials in the form of velvet or chiffon finely pleated to lie as flat as possible.

On another ivory crêpe-de-Chine dress a beautiful d'Alençon lace collar was placed, coming so low as to pass half-way down the arms, the rest of the collar being of finely rucked crêpe-de-Chine; it opened down the front so as to leave a V-shaped inserted piece of tucked crêpe-de-Chine, with a line of pale-blue velvet ribbon between each tuck. The rather deep waistbelt was of pale-blue chiffon, and a bow of the same chiffon appeared at the bust. An eau-de-Nil voile was trimmed with écrû lace and relieved with lines and knots of black velvet ribbon, and was effective. It was in company with a white glacé, veiled with one layer of white chiffon, having a narrow piece of white chiffon closely gauged for the front of the skirt, edged on either side by a band of white guipure; the bodice was turned back round the shoulders with a collar of white guipure, and below and above that was much puffed white chiffon over glacé. The sleeves of this dress were simply huge. Linens were also very well worn, and looked very nice combined with a little glacé silk in the shape of vests and belts, and relieved with lace of a somewhat coarse kind, either white or dyed to the colour of the ribbon. The popularity of white was most visible at the Crystal Palace.

Our illustrations show us the swathed belt in one case; the gown of linen is rather elaborately strapped with its own material, and relieved by a swathed belt in darker silk of the same colour—such as a heliotrope gown with purple belt—and a ribbon velvet tie. The hat is white chif, trimmed with roses. The other gown displays an elaborate arrangement round the foot, a full-kilted flounce being overhung by wide bands from the upper skirt. The shirt, of white silk muslin, makes it cool for hot days. Hat of chiffon and roses.

Lady Aberdeen, who is now the Chairman of the Committee of the Ladies' Kennel Association, is to be

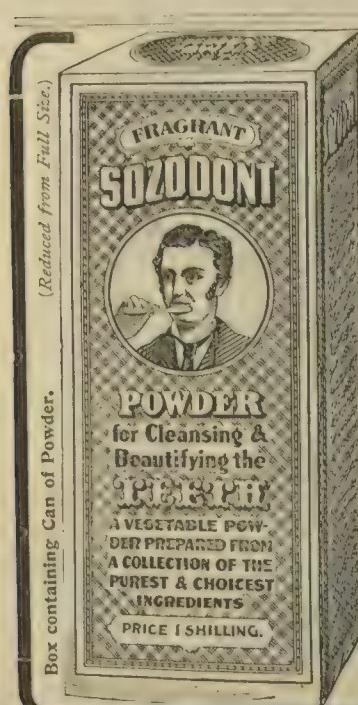


A WALKING-DRESS IN LINEN, STRAPPED.

congratulated upon the success of the show at the Botanic Gardens. Lady Aberdeen has such great organising powers and so much tact in dealing with mankind, gained by her experience as the wife of the representative of the Sovereign in various countries, that no doubt she will succeed in bringing this valuable society to the state of peaceful prosperity which all persons interested in doggiedom will hope awaits it in the future. There were over three thousand entries, and many of the dogs were the most magnificent specimens of their breeds that could be desired, although, of course, all were the property of ladies. The Queen's famous Borzoi was there, and her Majesty's basset-hound took a first prize. The Duchess of Connaught, who is the president of the association (her Majesty being the patron), visited the show in company with the Duke and their two daughters. They were received by Lady Aberdeen, who was dressed in black satin partly veiled with black kilted chiffon, and a blue floral toque. The Duchess of Connaught wore white linen trimmed with turquoise-blue coarse lace, and a fichu of black lace edged with narrow black velvet ribbon; her hat was black, with a white ostrich feather laid flatly upon it. The Princesses Margaret and Patricia were dressed alike in frocks of white muslin with lace insertions. Lady de Grey, judging in one of the classes, looked charming in dark-blue foulard with a white spot, trimmed with Russian embroidery; and a hat of black chiffon with white ostrich feathers. Lady Gordon Cathcart had a handsome gown of grey and white striped silk brocaded with silver leaves; and Mrs. Hall Walker had a dainty blue voile much inserted with white lace, and relieved with a little black velvet. The show was quite a social function, and there were any number of pretty dresses containing fair wearers, enthusiastic over the lovely dogs.

Visitors to London and residents engaged in constant hospitality are alike interested in hearing that a sale of Walpole's Irish linens is now proceeding at 89, New Bond Street; 102, Kensington High Street; and 182, Sloane Street. This firm are actual manufacturers, so saving intermediate profits, and for their sale they liberally reduce all their stock of table, house, and ladies' personal linen.

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MUSIC.

A most admirable concert was organised and successfully carried out on Thursday evening, June 25, at the Royal Albert Hall for the benefit of the Union Jack Club. It was a most brilliant occasion; but the greatly advertised flag scene fell somewhat flat, as the management placed it at the end of the concert after the singing of the National Anthem by Madame Albani and the Leeds Choral Union. Quite a third of the people in the stalls had already gone, though the King and Queen and the Prince and Princess of Wales stayed till the last note of the choir, massed bands, organ, and chorus from the audience had died away. The most interesting item of the concert was the celebrated "1812" Overture of Tschaikowsky, played by the Queen's Hall orchestra and the massed bands as it was originally written. Miss Marie Hall played the violin solo in the first movement from Tschaikowsky's Concerto for violin and orchestra, and played the obbligato to Madame Albani's singing of the "Ave Maria" of Gounod-Bach. Madame Clara Butt, with her superb voice, filled the entire building with rich golden notes, produced apparently without the faintest effort, and the Leeds Choir sang some charming part-songs and the "Coronation Ode" of Dr. Elgar. That is a disappointing composition after his wonderful "Dream of Gerontius."

On Friday afternoon, June 26, M. Ysaye gave a violin recital at the St. James's Hall. He played brilliantly the Second Violin Concerto in D minor of Max Bruch—which was spoilt by being performed with a pianoforte accompaniment instead of a full orchestra—and a sonata of Bach. With younger and most brilliant virtuosi of the violin it is interesting to note how M. Ysaye holds his own and keeps in the very front rank of players. It is not only that his technique is so faultless, but his taste is so sound and his interpretation always instinct with feeling. It is good to hear that M. Ysaye intends to give a series of orchestral concerts next autumn, beginning on Nov. 20, conducted by Mr. René Ortmans.

An interesting centenary celebration of Berlioz has rightly been agitated for by several musical people,



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and has resulted in a concert being arranged for Dec. 11, which is to be conducted by Herr Richard Strauss. Berlioz's weird and sombre "Symphonie Fantastique" will be given, his overture to "King Lear," and five songs, the "Nuits d'Été," with "Ein Heldenleben" of Herr Richard Strauss. So greatly was Frau Strauss de Ahna's singing appreciated that Mr. Gorlitz will give a concert for her, at which she will sing only the compositions of her husband, Herr Richard Strauss.

At the Steinway Hall on June 25 Madame Recoschewitz-Wilson gave an extremely successful concert, and sang with her well-known brilliancy. She was assisted by three of her pupils—Mrs. Melville Simons, Miss Buckston Browne, and Miss Lina Verdi. Mrs. Melville Simons' delightful mezzo-soprano voice was heard to the greatest advantage in Thomas's "Connais-tu le pays?" which earned an enthusiastic encore. Madame Recoschewitz-Wilson's fourteen-year-old daughter, Miss Marie Wilson, also appeared, and gave promise of a great future as a singer. Mr. Hugh Peyton sang, Mr. Arthur Wellesley recited, and Madame Adelina de Lara played the pianoforte admirably.

M. I. H.

The Great Northern Railway Company announce that the 10 a.m. Scotch day corridor luncheon and dining-car express for Inverness, Aberdeen, Perth, Glasgow, etc., will, until further orders, be run in duplicate; the first portion, for Berwick, Glasgow, Perth, Dundee, Aberdeen, and Inverness, will leave at 10 o'clock; the second portion, for Newcastle and Edinburgh, giving connections at York to the east coast watering-places—i.e., Scarborough, Whitby, Filey, Bridlington, Saltburn, Redcar, Seaton Carew, etc.—will leave at 10.10 a.m. In connection with Norway sailings from Hull, a special first and third class luncheon boat-express leaves King's Cross at 10.55 a.m. every Tuesday, Thursday, Friday, and Saturday (until Aug. 22 inclusive), and Hull (N.E.) for King's Cross at 9.15 a.m. each Monday (until September 28).

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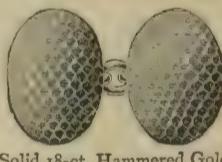
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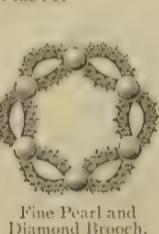
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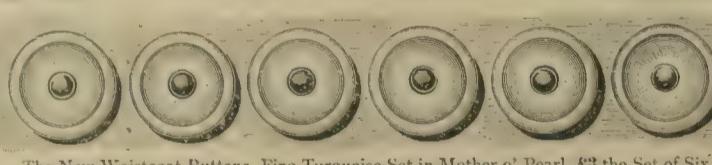
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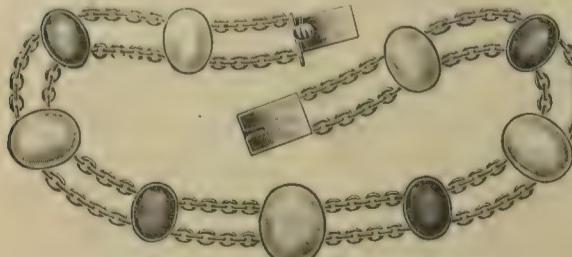
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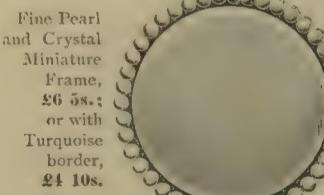
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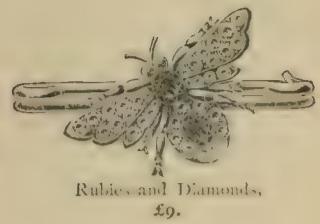
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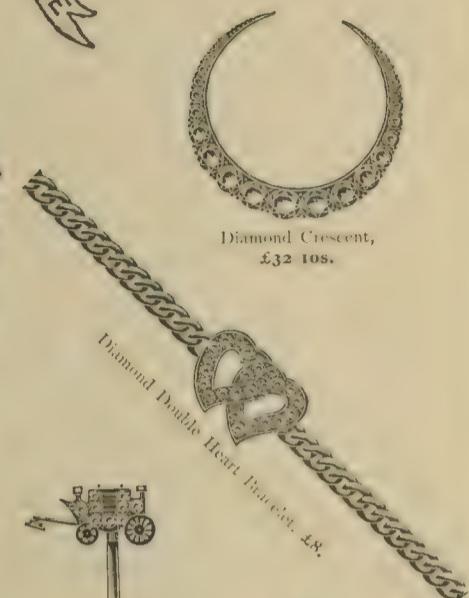
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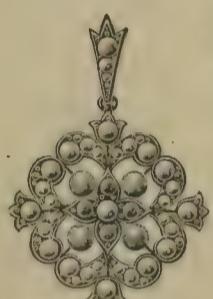
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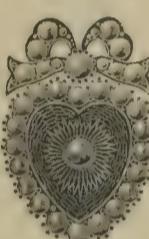
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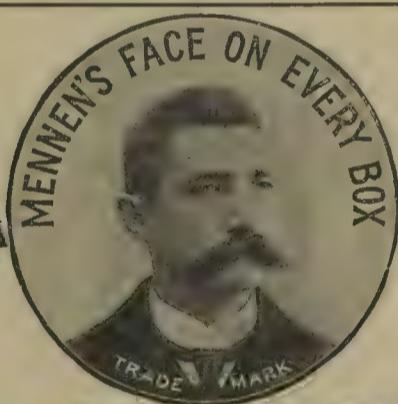


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ECCLESIASTICAL NOTES.

It is announced that no orders will henceforth be required for admission to the afternoon service at the Temple Church. The change has been made to encourage visitors. The recent *Daily News* census showed that 455 persons were present at the Temple Church at the morning service on a wet day, and only 120 in the afternoon. It may be noted, however, that there has never been any strict insistence on orders from benchers for the afternoon. In Canon Ainger's time I have more than once been present without an order.

The Archbishop of York has celebrated the Silver Jubilee of his consecration to the office of a Bishop. The Church papers have recalled that remarkable service in St. Paul's when Dr. Maclagan was consecrated to the see of Lichfield. It lasted for four hours, and there was an enormous congregation. The preacher was the present Bishop of St. Andrews. Archbishop Maclagan has reached his seventy-seventh birthday, but continues in vigorous health and in the full discharge of his duties.

Mr. Russell Wakefield's Declaration is to be presented to the two Archbishops on Saturday, July 11. From one point of view, Mr. Wakefield has been most successful, as he has secured not less than 3850 signatures. Saturday week will also be an interesting day for London Nonconformists, who will assemble at the Albert Hall to protest against the London Education

Bill. A demonstration numbering several thousands is already assured.

Two C.M.S. missionaries who have been very welcome this year at public meetings are the Rev. A. R. Blackett, of Persia, and the Rev. Dr. Richards, of Travancore. Mr. Blackett gives a most encouraging account of progress in Persia, though he admits that the work in a Mohammedan country is beset with difficulties. Dr. Richards labours in a curiously interesting field, where there is a tradition that St. Thomas founded a church in A.D. 53. A form of Christianity existed in Travancore for centuries before the C.M.S. sent out its agents.

The Rev. W. H. Griffith Thomas was the principal speaker at last week's Mildmay Conference. The attendance was representative, although Lord Polwarth and other friends were unable to be present. Dr. Barlow, the Dean of Peterborough, occupied his familiar place on the platform, and his extempore prayer made a deep impression. Other speakers at the Conference were the Rev. E. W. Moore, of Wimbledon, and the Rev. E. A. Stuart, of Bayswater.

The Rev. F. B. Meyer had decided to take no part in the Keswick Convention, as he feared that Anglican speakers might have to suffer reproach for appearing on the same platform with himself after his public action in regard to the Education Bill. He has, however, received assurances from the Church leaders not only of a warm personal welcome, but also of their conviction that in

present circumstances it is desirable that he should attend. This incident does equal honour to Mr. Meyer and to his Anglican brethren, and this year's Convention is likely to be the most successful ever known.

The Rev. R. J. Campbell had a magnificent reception in the United States. The crowds which assembled to hear him at Plymouth Church, Brooklyn, were larger than any since the time of Henry Ward Beecher. Mr. Campbell has been preaching or speaking almost daily, but his visit is to include intervals of rest. He speaks at Northfield this month, and is expected home before the end of August.

V.

For intending holiday-makers the Great Central Railway Company have just issued a useful illustrated guide to the numerous seaside and inland holiday resorts which can be reached by their system, with a list of seaside, farmhouse, and country lodgings and hotels.

The Midland Railway Company have arranged a number of important alterations and accelerations in their train service which came into operation on July 1. Among these are the running of a Highland express, leaving St. Pancras at 7.30 p.m., and of a Belfast express (via Stranraer), leaving St. Pancras at 8.30 p.m. The Glasgow and Edinburgh portions of the morning expresses, now leaving at 9.30 and 11.30 a.m., will be run separately to accommodate the extra traffic.

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In the latest portraits of Mr. Chamberlain, the Man of the Moment is depicted seated at his writing-table, upon which repose two briar pipes. I am told that when exceptionally busy and harassed, the Secretary for the Colonies finds relief in smoking, and that one of his favorite pastimes is the "Craven" Set. It is all the rage now. Mrs. Barrett's charming book, *My Lady Nicotine*, as the "Arcadia" mixture. My own experience of the mixture (which is prepared exclusively by Mr. Carreras, of 7, Wardour Street) is of a distinctly pleasing character, and to those who have not tried the "Craven" I tender the advice to do so without delay.—*The Pelican*.

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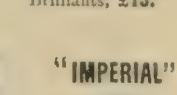
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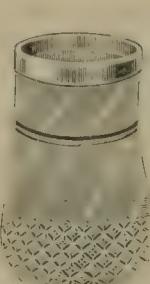
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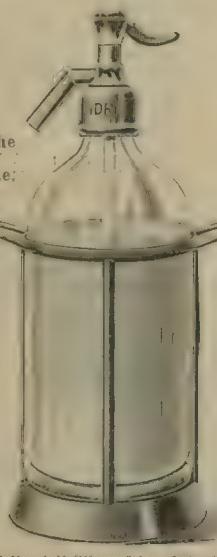
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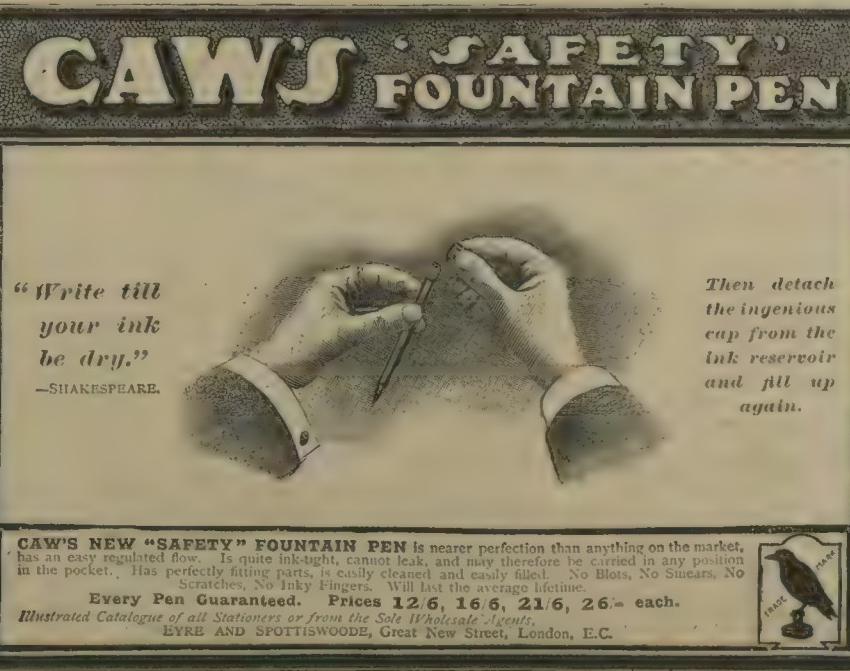
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WILLS AND BEQUESTS.

The will (dated Oct. 31, 1893) of the Right Hon. Robert William Hanbury, P.C., M.P., late President of the Board of Agriculture, of Ham Hall, Staffordshire, who died on April 28, was proved on June 20 by Mrs. Ellen Hanbury, the widow, and Charles Fisher, the value of the estate being £204,260. The testator directs that the balance of a sum of £5000, promised to his sister Mrs. S. A. C. Milman on her marriage, should be paid, and also a sum not exceeding £150 paid to Charles Fisher. The residue of his property he leaves to his wife absolutely, in full confidence that she will make such use of it as he would have done, and on her death will devise it to one or more of his nieces.

The will (dated April 25, 1902) of Mr. John Parrington, of Roby Mount, Roby, Lancashire, brewer, who died on May 5, has been proved by William Dixon, John Harvey Welch, and John Harding, the executors, the value of the estate being sworn at £181,128. The testator bequeaths £10,000 stock to his son Noel; £10,000 to his son John Leonard; £2000 to his daughter Dora Nelly; £500, and during her widowhood, the use of his residence, with the contents, to his wife, Mrs. Anna Parrington; £100 each to his executors; £100 each to his sisters

Agnes and Anne, and the widow of his brother George; £6000, in trust, for his son Robert Stanley, and £100 each to the children of his sisters Isabella, Agnes, and Anne, and of his brother George. In the event of his not having disposed of £17,000 preference stock of John Joule and Sons, Limited, in his lifetime, he gives £7500 part thereof each to his son John Leonard and his daughter Dora Nelly, and £2000 to his son Robert Stanley. The residue of his property he leaves, in trust, to pay £2500 per annum to his wife while she remains his widow, and until his youngest child attains twenty-five years of age, or being a daughter, shall marry, and then the income from £60,000 is to be paid to her. Subject thereto his residuary estate is to be divided among his children

The will (dated Feb. 5, 1898), with a codicil (dated June 16, 1902), of Mr. Robert Goodall Hanson, J.P., of Cloverlands, Kimberley, Nottingham, brewer, who died on March 17, was proved on June 12 by Mrs. Mary Ann Hanson, the widow, and William Banner Hanson, Robert Adolphus Hanson, and Henry Hanson, the sons, the value of the estate amounting to £154,315. The testator bequeaths £500 and the furniture, plate, pictures, horses, and carriages to his wife, and during her widowhood the use and enjoyment of his residence and an annuity of

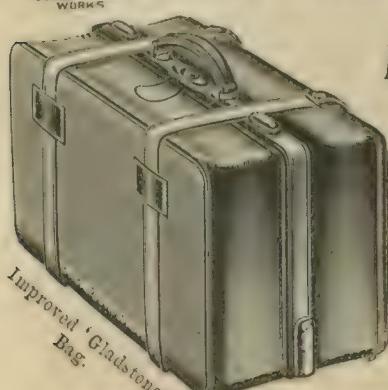
£1500, or £700 per annum should she again marry; annuities of £40 each to his sisters Eliza Hanson and Sarah Goodall; £100 to the children of his brother John; and legacies to persons in the employ of Hanson's, Limited. The residue of his property he leaves to his children in equal shares.

The will (dated Nov. 7, 1902) of Mr. Joseph Lucas, of Kylemore, Stoney Lane, Moseley, Birmingham, who died on Dec. 27, has been proved by Harry Lucas, the son, and Arthur Thomas Powell, the executors, the value of the estate being £94,552. The testator gives £4000, in trust, for keeping in repair and the support of the Birmingham Temperance Hall, and for the diffusion of the principles of total abstinence; £100 and, during her widowhood, an annuity of £400, and the use of his house and furniture to his wife; £5000 to his son Harry; £10,000, in trust, for his son Christopher; £10,000 to his son Bernard; £10,000 each for his daughters Emily Thomas and Ada Perkins; four houses in Stoney Lane and £11,000, in trust, for his daughter Louisa; and many legacies to friends and persons in his employ. The residue of his property he leaves to his children.

The will (dated April 9, 1903) of Mr. William Gardener, of Harold House, Waltham Cross, and Haslemere,

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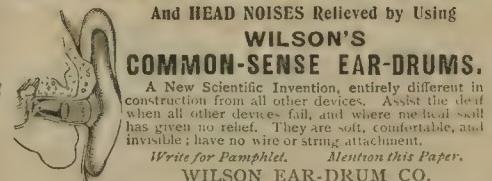
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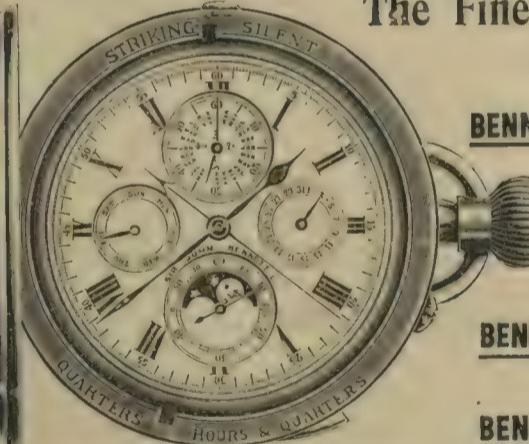
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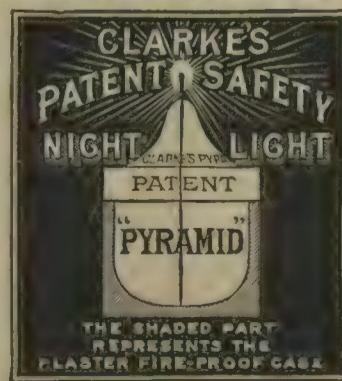
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Waltham Abbey, who died on April 24, was proved on June 22 by William Frederick Gardener, the son, and the Rev. Jonathan Henry Stamp, the value of the estate being £47,589. The testator devises and gives a large number of freehold houses to his daughters Rose Mary, Grace, Florence Elizabeth, Marguerita Anne, and May Ruby, and, in trust, for his sons Percy Charles and Harold James; seven houses, in trust, for his son-in-law Henry Outhwaite and his children; and £100 to the Rev. Jonathan Henry Stamp. The remainder of his property he leaves to his son William Frederick.

The will (dated May 14, 1903) of Mr. William Humble Dudley Ward, of 63, Cromwell Road, South Kensington, who died on May 29, only son of the late Madame de Falbe by her first husband, was proved on June 12 by William Dudley Ward, the son, the value of the estate amounting to £34,267.

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The testator gives and devises all his real and personal estate to his said son for his own absolute use and benefit.

The will (dated April 29, 1901) of the Rev. John William Distin, of Brookfield, Paignton, who died on April 1, has been proved by Robert Waycott, George Hawkins Hext, and Charles Henry Eastley, the executors, the value of the estate being £30,922. The testator gives his freehold property at or near Paignton, and £700, in trust, for his cousin John Distin, for life, and then for his cousin Henry Distin; £3000 to John Lane Kitson; £500 each to his executors; and £300 each to Mary Anne Distin Stanbery, Edith Kitson, and Wilfred Adeock. The residue of his property he leaves, in trust, for the furtherance or improvement of the musical portion of the service to be performed at the parish church of St. John the Baptist, Paignton; and

any remaining income for the relief, maintenance, clothing, and education of the sick, aged, and infirm of that town.

The will (dated Nov. 27, 1901) of the Very Rev. George Granville Bradley, D.D., of 42, Queen Anne's Gate, late Dean of Westminster, who died on March 13, was proved on June 16 by Arthur Granville Bradley, the son, the Rev. Henry George Woods, and John Henry Birchcough, the sons-in-law, and John Troutbeck, the executors, the value of the estate amounting to £21,713. The testator gives £500 to his wife, Mrs. Marian Jane Bradley; £100 to John Troutbeck; £100 per annum to his daughter Rose Marian during the life of her mother, and while she remains a spinster; £70 to his secretary, Emily Martha Bailey; and legacies to servants. The residue of his property he leaves, in trust, for his wife for life, and then for his children.

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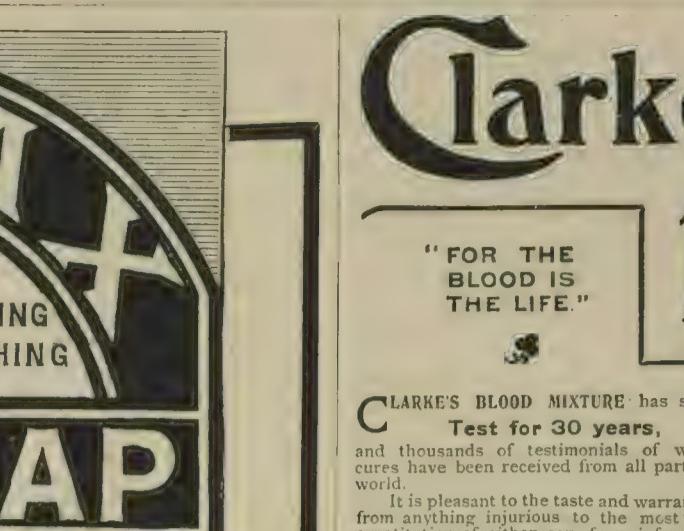
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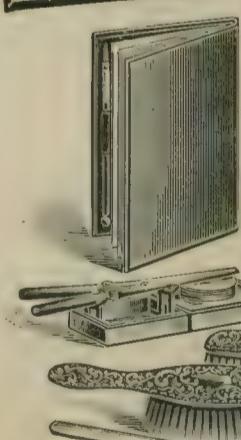
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FURTHEST SOUTH



THE ADVENTUROUS VOYAGE OF THE "DISCOVERY," AND THE SLEDGE JOURNEY TO THE FURTHEST POINT SOUTH EVER REACHED BY MAN.

BY LIEUTENANT E. H. SHACKLETON, ONE OF THE THREE OFFICERS WHO REACHED THE MOST SOUTHERLY LATITUDE YET ATTAINED.

PART II.

OF THE SLEDGE-PARTIES already referred to, one, consisting of three officers, went out to examine the land to the South, to see if it were possible to proceed on any lengthened journey in that direction; another, under Lieutenant Royds, to try and place a record at Cape Crozier; and another, under the captain, to establish a dépôt towards the South. These expeditions were hampered by the extreme cold and the unsuitable conditions of the weather at that time. It was during the return of a portion of Lieutenant Royds' party, under Lieutenant Barne, that the only fatal accident occurred. One of the

men, in a furious blizzard, fell over an ice cliff and was drowned. One must be on the spot to realise what these blizzards mean, when nothing can be seen while the wind lasts, and it is fortunate that more were not lost throughout the whole Expedition. In spite of the most careful management and attention to detail in the work of sledging, these accidents are liable to occur. All that man could do for the safety of his party was done on that occasion by Lieutenant Barne. He himself suffered most severely, being badly frostbitten. His resource and care have made him deservedly popular with the men who served under him.



THE END OF THE ONLY BALLOON ASCENT IN THE ANTARCTIC, FEBRUARY 4, 1902: DEFATING THE BALLOON.

PHOTOGRAPH BY LIEUTENANT SHACKLETON.

The captive balloon ascent took place at an inlet in the Barrier, and was the first ever made from a field of ice or under such weather conditions as then prevailed. The balloon, which ascended 750 feet, was inflated with hydrogen carried by the "Discovery." Owing to the peculiar atmospheric conditions, it required 1000 cubic feet more gas than it would have done in a more temperate climate. Note in the rigging the ship's larder of seal-meat.

THE EXPLORERS' DAILY LIFE: BALLOONING, COMMISSARIAT, AND NATURAL INVESTIGATION.

PHOTOGRAPHS BY LIEUTENANT SHACKLETON.



A CRAB-EATER SEAL, SHOT BY THE PARTY FOR FOOD, BEING HANDED ON BOARD THE "DISCOVERY."

1. ICEBERG 280 FT. HIGH IN THE ROSS SEA. THE BERG DESCENDED BELOW WATER TO SEVEN TIMES ITS VISIBLE HEIGHT.

2. THE ADÉLIE PENGUIN'S WAYS WERE CLOSELY OBSERVED AT CAPE ADARE.

5. A SLEDGE PARTY STARTING TO PLANT A dépôt FOR THE THREE OFFICERS WHO WENT FURTHER SOUTH.

3. COLLECTING LUMPS OF SNOW TO BE MELTED FOR DRINKING-WATER ON BOARD SHIP.

6. CAPTAIN SCOTT OCCUPIES THE DESCENDING CAR.

7. 8. THE WEDDELL SEAL WAS USED EXTENSIVELY FOR FOOD.

FROST AND FIRE IN THE ANTARCTIC REGIONS

DRAWINGS BY A. FORESTIER FROM MATERIAL SUPPLIED BY LIEUTENANT SHACKLETON



The "Morning"

THE PROBABLE METHOD OF THE "DISCOVERY'S" ULTIMATE RELEASE FROM THE ICE: BLASTING EXPERIMENTS AFTER THE ARRIVAL OF THE RELIEF-SHIP "MORNING."

A field of ice five miles in extent separates the "Discovery" from the open water. Blasting operations were begun at the outward edge during the "Morning's" visits to the explorers. The charges were fired by electricity and by ordinary fuse.



A PHENOMENON ONLY TWICE OBSERVED BY THE EXPEDITION: SIGNS OF INTERNAL FIRES FROM MOUNT EREBUS.

On Jan. 20 the Expedition sighted Mount Erebus: a huge active volcano rising to the height of 12,500 ft., an imposing spectacle amid these wastes of ice and snow, with its column of smoke ever rising, to be blown away to the South in one long line. Though always sending forth a volume of smoke that hangs like a pall over the vast expanse of ice, only on two occasions did it show any signs of internal fires. On Feb. 9 the "Discovery" anchored at the foot of Mount Erebus in MacMurdo Strait, where she now remains ice-bound.

As the sun gradually rose above the horizon, and the days lengthened, the cold became less intense, although the temperatures were still low, minus 62 deg. Fahr. being the lowest recorded on the ship in the early spring. At the beginning of October Captain Scott, with a couple of officers, laid a dépôt beyond the bluff about sixty miles South of the ship, doing the journey there and back (over a hundred and fifty-seven miles) in eight days, through soft snow and across dangerous crevasses. Into one of these crevasses some of the sledges fell, and a man was lowered down in a bowline, when he unpacked the sledge, the others hauling each article up on top and then pulling the sledge after. The

DANGERS OF
SLEDGE
JOURNEYS.

blue sides of the crevasse disappeared into darkness far below, and had the span which connected the sledges not held, we should have lost the main part of our stores. This is a trouble and danger that has always to be faced on sledge journeys, and, in spite of our utmost care, we sometimes came across these crevasses unexpectedly. On the same journey, owing to the dogs suddenly jibbing, being unwilling to face one of these crevasses, a man fell in. He hung by his harness, and he was soon pulled up again; but the harness was found to be stranded. Fortunately it held, although half an hour afterwards, while on level ground, he gave it an extra pull, and the whole thing carried away. It was a lucky escape, for there was no bottom to be seen in that place. After the dépôt had been laid out by Captain Scott and his companions on Nov. 2, it was decided to start the Southern journey, which was to be one of the most important; and, after a great send-off from the ship and crew, with hearty wishes for a good time and for success, the three officers who were to undertake this work started. The Southern journey was commenced on Nov. 2 by Captain Scott, who was accompanied by Dr. Wilson and myself, and all the dogs, to the number of eighteen. A party under Lieutenant Barne accompanied us for some distance, but it was found that this dépôt company hindered the speed, so they left the Southern party soon after they had started, and the latter proceeded alone.

All went well, the party doing from fifteen to seventeen miles a day until, on Nov. 16, soft snows were encountered, and the strain began to tell on the dogs. From that day, until they eventually all died or were killed for food for the others, they gradually weakened, and from Nov. 16 to Dec. 15 the party had to drag half the sledges on for about four miles or five miles, as the case might be, then walk back and pull up again the other half of the sledges.

This, of course, hindered much progress being made to the South, as fifteen miles had to be done to gain five; but there was the feeling that every mile of advance was new ground, that each day new mountains, land never seen before, rose upon the horizon, and that the hitherto blank, white Southern portion of the world was being filled in.

On Dec. 15, in latitude 80 deg. 30 min. South, a dépôt was made about seventeen miles from the land, which could not be approached nearer owing to huge crevasses and pressure ridges which were not possible for sledges to cross. Leaving a certain amount of provisions for the return journey, and discarding everything that could possibly be discarded, shortening the ration of provisions, and leaving the dogs' fish food, which had become bad owing to the hot sun, the party left for a final dash to the South on the same day.

On Christmas Day, in latitude 81 deg. 45 min. South, we had our Celebration Dinner, which, if not very large, was augmented by a four-ounce plum-pudding, that proved a pleasant surprise to two of the officers, the third having carefully hidden it on leaving the ship in his kit-bag of unused socks. To save fuel, it was boiled in the water in which the cocoa was eventually made.

Although the dogs were still weakening so as to become practically useless, on Dec. 30 latitude 82 deg. 17 min. South, longitude 163 deg. East was reached, and here the British flag was hoisted at the most Southerly point yet reached in the world. To the Eastward the Barrier surface stretched away to the horizon, a dead white plain of ice and snow; to the Westward rose the great snowy mountains, running up to fourteen thousand feet, with glaciers flowing from them towards the East. To the South extended this range of mountains as far as eye could see.

Had it been possible, we could have travelled many miles in a South-by-east direction, but although Captain Scott wished to penetrate still further

into the unknown, the health of the party, the lack of provisions, the uselessness of the dogs, and the bad weather necessitated the return; so, through soft snow, fog, and drift, the party made their way back, after trying to reach the actual land itself, to obtain geological specimens. They were frustrated by an ice cliff seventy feet high that blocked their way to the shore, though for three hours the party crossed crevasses of snow, lowering and helping each other down the icy slopes in their endeavour to do this.

Snow-blindness, which attacked the party, in spite of goggles worn, continually added to the trouble, especially to Dr. Wilson, whose series of panoramic sketches of this wonderful range of mountains will appear when the Expedition returns. On reaching the dépôt again, everything was done to lighten the sledges, as the scurvy symptoms which had appeared made it necessary for every precaution to be taken; and Captain Scott, after a general consultation, decided to return direct to the ship, instead of exploring the land to the north-west. The poor dogs had for some time been useless, just walking alongside the sledges. Those which were too weak to follow through the blizzards fell by the way and had to be left; the last two, being diseased by scurvy, had to be killed; and the party made their way back to the ship without any. On Jan. 15 I broke down owing to overstrain, and hemorrhage started, which was naturally a rather serious matter, as the party was a hundred and seventy miles from the ship. I was, however, able to march the nine or ten miles a day that the party made. The work of pulling the sledges at this juncture devolved on Captain Scott and Dr. Wilson, and it was a trying time, they having to drag at one time 270 lb. each. Fortunately, the party was assisted by the strong winds from the South, and a sail was able to be made on the sledges for part of the time. Captain Scott and Dr. Wilson could not have done more for me than they did. They were bearing the brunt of the work, and throughout the difficulties and anxieties of such a time showed ever-cheery faces. On Feb. 3 the party was sighted from the ship, and willing hands pulled the sledges to their destination.

Throughout this journey meteorological observations were made, everything of interest as regards astronomical phenomena was noticed, and the temperatures and winds were faithfully noted and observations for magnetic variations were constantly recorded. These, taken in conjunction with the home station at the ship, will be brought into the final results of the Expedition's work.

On the shorter sledge journeys it was, of course, possible to take an ample supply of provisions, sweet stuff such as jam and sugar being the best things, because of their warmth-giving properties. Pemmican also was one of the special foods, and cheese on account of its nourishing properties. Bread is too heavy to take and freezes hard owing to the water in it, so biscuit forms the most suitable farinaceous food. The PROVISIONING OF SLEDGE PARTIES On the Southern journey, however, weight had to be cut down to the lowest possible margin, and the food consisted of tea, cocoa, pemmican, bacon, biscuit, sugar, soup, and some dried seal-meat. This formed our diet for ninety-four days. The total allowance per man was barely two pounds, made up of these different items of food, although as time went on and provisions had to be shortened, the Southern party were travelling on 1 lb. 8 oz. a day. During a great part of the journey, it was found impossible to halt for lunch, and, as fuel could ill be afforded more than twice a day, the lunch consisted of eight lumps of sugar, a biscuit, and a small piece of seal-meat, about two ounces, which were eaten as we marched along. If forced to lie in the tent and not march when there was a blizzard, sometimes we had only two meals, breakfast and dinner, sleeping as much as possible for the rest of the day, with perhaps a chapter of Darwin's "Origin of Species" for lunch, which, except the Book of Common Prayer, was the only book we took with us. The weight of these two volumes was only a little over a pound and a half, for the covers were taken off one of them. The difficulty of dressing in the morning (the dressing consisted only of slipping out of our sleeping-bags and putting on our wind-clothes and footgear, for we never changed anything else during the whole time) may be imagined by the fact that it took from half-past five in the morning to half-past seven for us to get under way—that is, from the time we got up, cooked our breakfast, rolled the tent up, and loaded the sledges. Our footgear was finneskoe—that is, boots made of reindeer skin—and used to freeze hard in the night, and one could only introduce one's toes at first till it gradually thawed, and then work the whole foot into it. Our socks had to be changed, of course, at night, as the hot feet during the day made them



AN ILLUSTRATION FROM THE "SOUTH POLAR TIMES": THE AURORA AUSTRALIS.

DRAWN BY DR. WILSON.

ALPINE DANGERS IN THE ANTARCTIC REGIONS.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY LIEUTENANT SHACKLETON.



SAVED BY A SLEDGE-ROPE FROM A FALL OF 2500 FEET: LIEUTENANT ARMITAGE'S HAIRBREADTH ESCAPE IN A CREVASSSE.

During a journey westward, in which the party pulled their sledges by relays up a glacier to a height of over 9000 feet, Lieutenant Armitage had a narrow escape. Falling through a crevasse at the edge of a mountain, he slipped 28 feet, but his rope luckily brought him up, and he dangled over a precipice 2500 feet high.

THE QUEST OF NATURAL SPECIMENS BELOW AND ABOVE THE ICE.

DRAWINGS BY A. FORESTIER FROM MATERIAL SUPPLIED BY LIEUTENANT SHACKLETON.



SEEKING THE WONDERS OF THE ANTARCTIC DEEP: THE SCIENTIFIC DRAG-NET IN OPERATION.

In the extremities of the life of the Antarctic Ocean, the drag-net was frequently lowered through a hole cut in the ice. While engaged in this operation the explorers sheltered themselves behind a semicircular wall of snow.

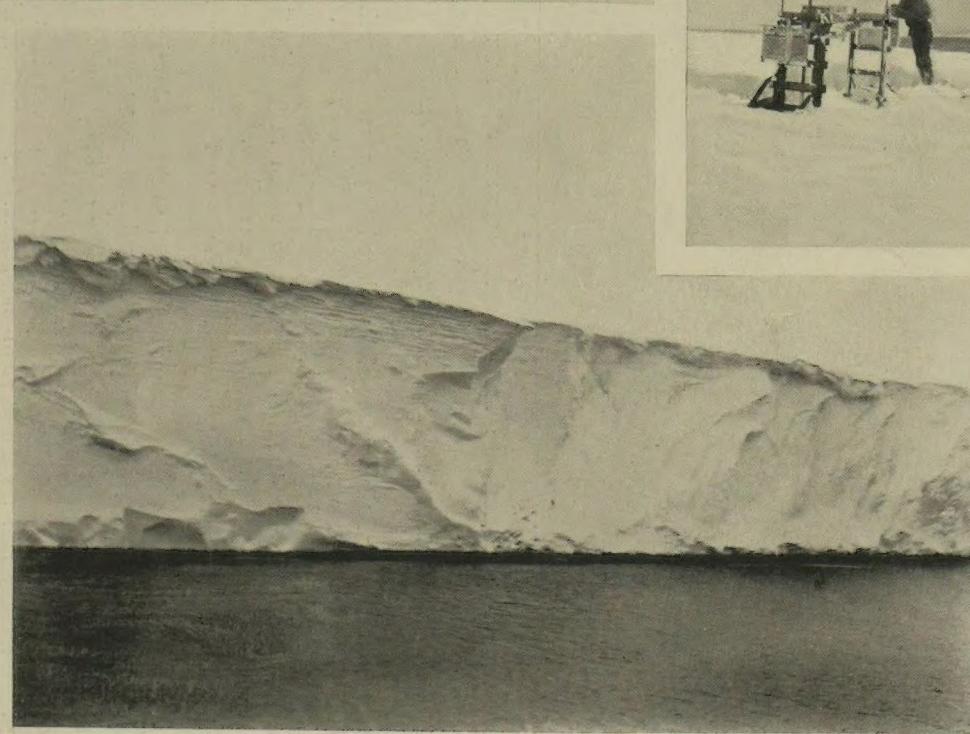
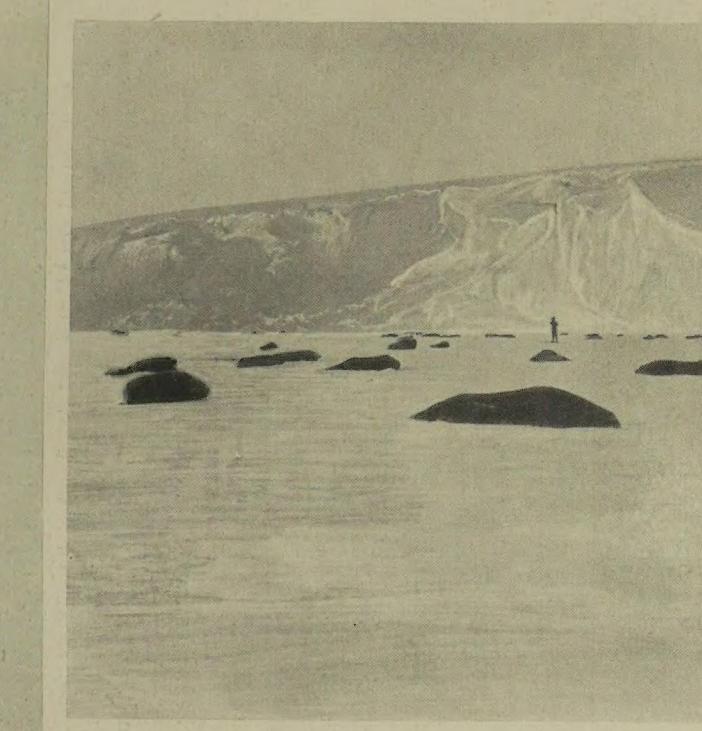


SHOOTING ONE OF THE ONLY TWO FORMIDABLE ANIMALS OF THE ANTARCTIC REGIONS—THE SEA-LEOPARD.

The Sea-Leopard, so called from the spotted markings of its under side, is one of the only two really formidable animals met with in the Antarctic Ocean. The other is the Orca Gladiator.

SCENES OF DANGER, ADVENTURE, AND SCIENTIFIC OBSERVATION.

PHOTOGRAPHS BY LIEUTENANT SHACKLETON.



LADY NEWNES BAY, WITH OVER FIFTY SEALS IN SIGHT.

THE METEOROLOGICAL STATION AND THE "DISCOVERY" AFTER A BLIZZARD; LIEUTENANT ROYDS TAKING THE TWO-HOURLY OBSERVATION AT THE METEOROLOGICAL SCREEN.

THE OBSTACLE OF THE EARLIER ANTARCTIC EXPLORERS, THE GREAT ICE BARRIER, 150 FEET HIGH.

THE SCENE OF THE ONLY FATAL ACCIDENT: DANGER POINT, WHERE ABLE-SEAMAN VINCE LOST HIS LIFE, MARCH 11, 1902.

THE FIRST SLEDGE PARTY STARTING FROM WINTER QUARTERS WITH A NORWEGIAN "PRAM," OR FISHING-BOAT, FEBRUARY 19, 1902.

damp, and the prospect of working into frozen socks in the morning was never very pleasant.

Much had been done while the Southern party was away. Lieutenant Armitage made a very successful journey OTHER ENTERPRISES. to the westward in the face of great difficulties, low temperatures, rarefied atmosphere on the high mountains, and the breaking down of two of his men. The party pulled these sledges by relays up a glacier to a height of over 9000 ft. During this journey Lieutenant Armitage had a narrow escape. Falling through a crevasse at the edge of a mountain, he slipped 28 ft., but his rope luckily brought him up, and he dangled over a precipice 2500 ft. high. Naturally, perils and dangers of this description are inseparable from these sledge journeys; but perhaps to those who read of them they seem more than to those who actually experienced them, because the event is the event of a moment, and is thought no more of.

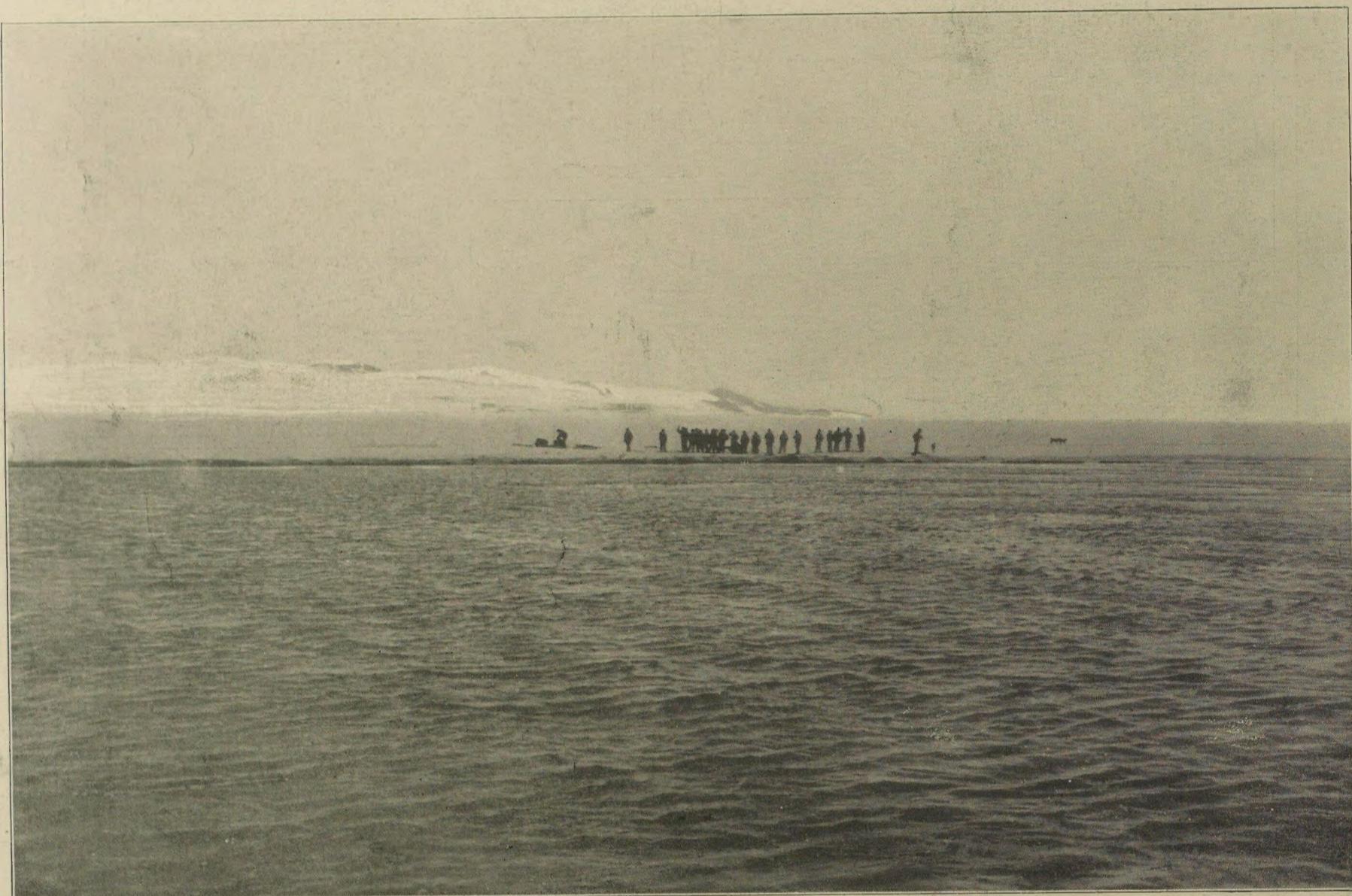
From an altitude of 9000 ft., the party descended to a plateau of inland ice 7000 ft. above sea-level, and here, as far as eye could see, the ice stretched out in a great sheet like the Greenland ice-cap. Geological specimens were obtained, and magnetic observations made constantly, for it is in that direction that the magnetic pole lies. The expedition was away for fifty-three days.

Another interesting journey was made by Lieutenant Royds with Mr.

are engaged in the work of exploration, and who by their good-humoured cheerfulness in adverse circumstances, their strict obedience to their officers' orders, made these expeditions the success that they proved.

At this time pendulum observations to determine still more accurately the shape of the earth were successfully obtained, this work being done by Mr. Bernacchi and Mr. Skelton. A new light will be thrown on this subject.

For a year and two months we had been without any FIRST NEWS news—forty-seven men with a continent to themselves. FROM THE It can well be imagined that the explorers in the various OUTSIDE WORLD. parties on their return to the ship between Jan. 23 and Feb. 3 were delighted to get the mail and news from the outside world from which they had been so long exiled. The *Morning*, the relief-ship, under the able navigation of Captain Colbeck, had arrived within seven miles of the winter quarters of the *Discovery* on Jan. 23. They were unable to approach nearer at that time owing to the ice not having broken out of the Strait, but it did break away gradually until only five miles separated the two ships, and communication between them had to be made by sledge journeys, as unfortunately there had been a very severe summer over the whole Southern hemisphere, the result being that the ice blocked the entrance to the Strait, and would not allow the ocean swell necessary to break the winter formation and so release the ship from her frozen



"AU REVOIR" TO THE EXPLORERS: LIEUTENANT SHACKLETON'S LAST SIGHT OF THE "DISCOVERY'S" CREW FROM THE "MORNING," MARCH 2, 1903.

PHOTOGRAPH BY LIEUTENANT SHACKLETON.

The "Discovery" lies just behind the point in the distance. Through the level field of ice a passage five miles long may have to be blasted to effect the "Discovery's" release.

Skelton to Cape Crozier, where they successfully placed the record for the relief-ship. This journey also necessitated hard work, and the crevassed ice which the party had to cross for days demanded every care. During the time they were away they encountered one severe blizzard which held them in their tents for five days, burying them entirely under the snow. Lieutenant Royds suffered severely from cramp on this journey. They were away twenty-five days.

THE FIRST EMPEROR PENGUIN'S EGG EVER SEEN.

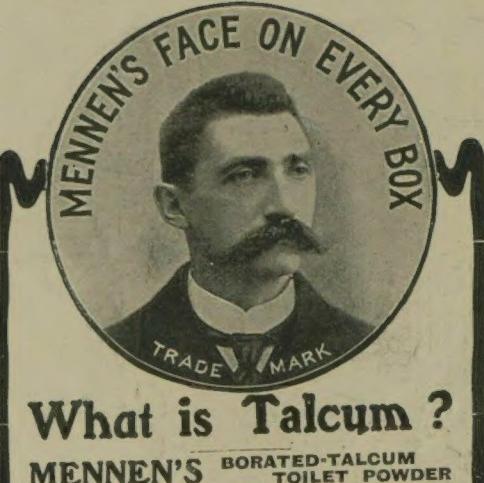
Mr. Skelton, with two men, descended to the sea-level and there found a colony of four hundred Emperor penguins, obtaining also an Emperor penguin's egg, which had never before been seen. Dr. Koettlitz, the senior surgeon, made seven sledge journeys to various places in the locality and up the western mountains. Altogether, his sledging extended over a period of eighty-one days.

Meanwhile, during the time these journeys were being undertaken, the magnetic and meteorological observations went on in the ship under the charge of Mr. Bernacchi, who, owing to the technical nature of this magnetic work, was not able to go on more than one journey. The meteorological, magnetic, biological, botanical and geological observations taken throughout this period will be a permanent gain to science.

Hitherto I have spoken only of the officers, because, of course, they led these expeditions; but a word must be said for the men who followed them, who bore the same fatigues, hunger, and cold, and showed that desire to do that is to be found wherever British sailors

fitters. The relief-ship had found our record at Cape Crozier, where, on a post in the painted red cylinder, it had lain for over a year. The only inhabitants of this part were thousands of penguins that congregated there.

I must mention that Captain Scott was anxious to get out, for there was a great deal of exploration to be done to the NO RELEASE THIS YEAR. North-west which could have been accomplished had the ship been freed, and it was with reluctance that he sent the relief-ship away on March 2, but the temperatures had then dropped so low there was danger of her being frozen in. The thermometer showed minus 23 Fahr. at this time, and from all previous records, from Sir James Clark Ross's experiences and those of later expeditions, the temperature had never before dropped so low, all going to prove that this has been an exceptionally severe summer. It could not be foreseen when the ship went into winter quarters that this would occur. If the weather in England cannot be foretold from one day to another, how much less can it be prophesied in these icebound regions, so entirely unknown to the world at large? Every effort was made to extricate the ship from her position, but time would not allow of it, so still she remains down there; and next year, when the relief-ship reaches them, which will be in December, the *Discovery* will then be able to get out; for blasting the ice will be done on a larger scale than our limited time then allowed, and sawing through will recommence directly the sunlight returns. All efforts will be devoted to this one object.

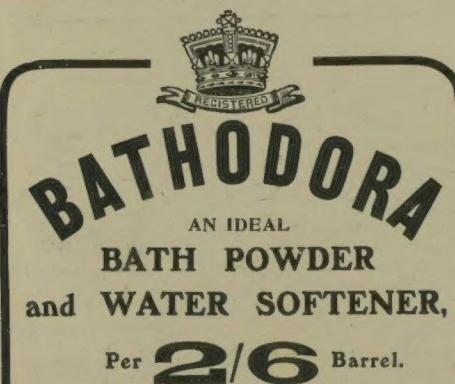
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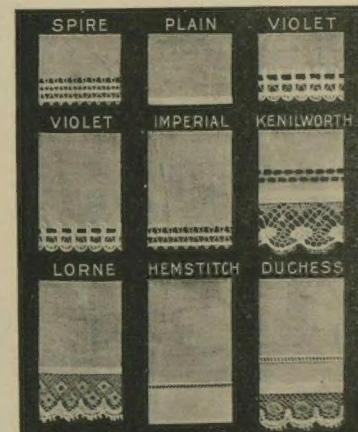
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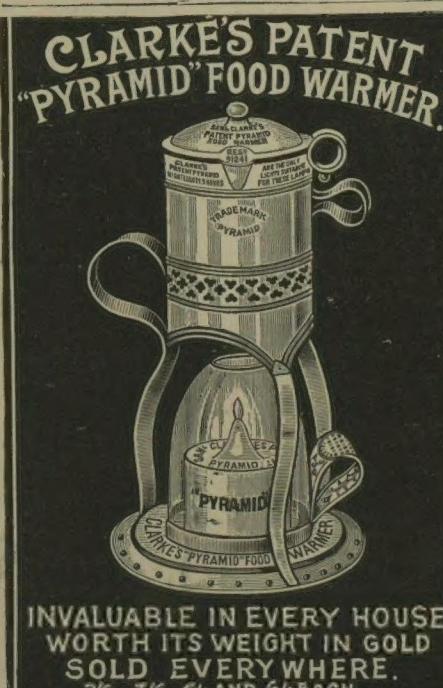
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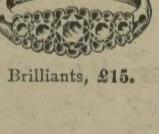
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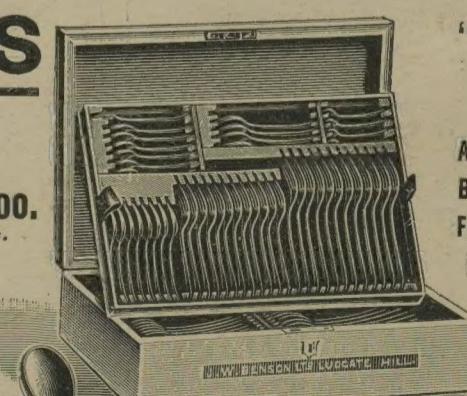
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